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Special Features This Issue
WCHA Assembly - Sailing 50/50 Cruisers
The Sharpie Skillygalee - Ayesha Around DelMarVa



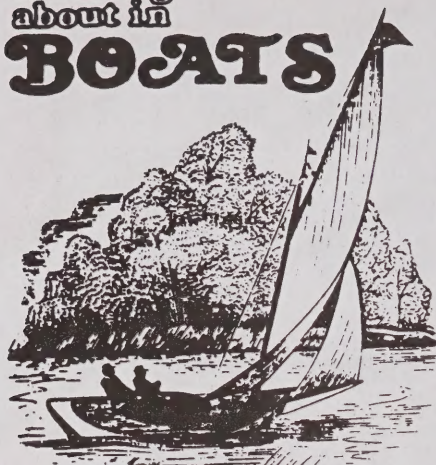
messing about in BOATS

Volume 14 - Number 16

January 1, 1997



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Volume 14 - Number 16
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In Our Next Issue...

Roger Crossland reports on the "Sea Scouts Steam & Wireless Gam", Dave Carnell tells us about a "New World Boatbuilding Record" and we'll get Walter Fullam's coverage of the "Lake George Antique & Classic Boat Meet" into print finally.

Warren Millberg tells about "Sailing on the Edge", Ernest Brock describes "An Abundance of Islands", and Ed McCabe explains how "We're All in the Same Boat".

Lenny Lipton details for us his "Sweet Pea on Deck", Smiley Shields reveals that there's "More Than One Way", Don Elliott presents Part 9 of "Building Paradox", and Phil Bolger describes a "12' Gunter Rigged Yawl".

Glen L Marine presents their design "Fife, a Real Rowboat for Kids", and Dan Kunz provides the details on the "Aere Inflatable Catamaran".

Smiley Shields is back with more discussion about epoxy use in "What 30 Years Using Epoxy Has Taught Me", and we look at Embassy Maritime Publishing's "Waterproof Charts".

On the Cover...

Traditional canoeing, sail and paddle powered, was the focus of the Wooden Canoe Heritage Association's annual summer Assembly in the Adirondacks, and Hugh Horton provides photos and comment on the occasion in this issue.

Commentary...

Starting off another year I have again commenced publishing the "Activities & Events Organizers" directory, a feature I originally entitled "Happenings" when it listed details of events that might interest readers. When this list of activities and events became far too large to accommodate on a page or two I had to back off and replace it instead with a list of the people and organizations who were organizing them.

This placed the responsibility for informing any reader about what was going on squarely on himself, each would have to inquire of any of the organizers of activities and events of interest to them as to what was going to take place, when and where. Not as easy as simply looking on our pages for the "Calendar of Events".

The very nature of this magazine, with its close focus on many, many individuals and small scale organizations, eventually swamped the calendar concept. A page or so of activities and events mostly around New England in earlier days steadily grew as our geographic reach expanded, and soon began to attract commercial or semi-commercial announcements, including the press releases from ad agencies and publicists usually marked "For Immediate Release".

I was originally able to not only bring an announcement of an activity or event to your attention but even include basic details of its nature, all good stuff to know to help you decide whether or not to participate. All these details had to go when the volume built up and an activity or event just got a simple listing of "What, Where and When". Many of our earlier organizers were quite disappointed that I had to do this, gone was this easy free way to spread the word.

Herein also was made plain a gray area in what was in effect a "public service" we provided for readers. The intent on my part was to encourage readers to support activities and events that interested them that others had troubled to provide. This worked, of course. This also provided the organizers with the benefit of free publicity for their activities and events. In some cases this was still what I could view as "public service" for these activities and events were not being presented for the organizers' profit. But in other cases, money was intended to be made, even for causes that did not line individual pockets.

Now, I was not being paid for announcing these activities and events, and when I attended any of them myself I paid admission or registration to participate. There was an imbalance here with which I was not comfortable. I was spending money to provide a couple of pages on which others could announce various activities and events, most of which were being offered at a price.

I figured I had to draw some sort of line between the "public service" of announcing activities and events and the manipulation involved, even unintended, of being used for free by others "selling" something.

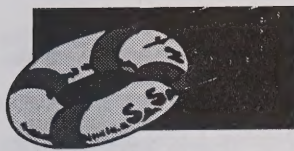
My solution was to build up the free listing of organizers that appears in this issue, and usually appears in every other issue on the first of each month. Then I offered those wishing to detail their offerings advertising space to tell us about what they have. Our ad rates are nominal in proportion to the asking price for participating in most of the activities and events that are offered each year, so a business relationship is established. I can afford the space if I am paid for it to let anyone announce in whatever detail they choose what it is they wish to let you know about.

Last year this began to work, we had a number of ads for activities and events, and perhaps the value of this will be more apparent this new year as organizers contemplate attracting interested participants from amongst our readers. It's all small time money, even a full page ad at \$180 is not much for a major event put on by a well financed organization. And at the low end, even a single \$6 ad displayed adjacent to the organizer listing up front in each issue will gain reader attention. Anyone can afford \$6 or \$12 or \$18 for space to announce a small local gathering. And I can afford to provide this space for the combined total of all such ads in any given issue.

So, if you are an organizer wanting to reach our 5,000+ readers with details of your planned activities and events, contact us early about advertising. If you're not already on our listing of organizers, we'll put you on it at no charge.

If you are a reader looking for activities and events germane to your own specific field of interest, look up the organizers under the appropriate heading and call or write to them requesting that you receive their calendar or mailings. This is a good winter planning effort, building up your own file of information on activities and events in which you might wish to participate this coming season.

From what I see in the way of publicity material, there is a great deal going on of interest to us all, more than you might think. The very circumstance that swamped our earlier efforts to tell you about these activities and events provides a really large choice of things to do if you like, probably more than you could arrange to attend. If you feel you'd like to share in activities of interest to you with others of like mind, start inquiring now from our list of "Activities & Events Organizers '97..." and put together a really interesting schedule for yourself for 1997.



Small Boat SAFETY

The Marine Environment and Us

By Tom Shaw, U.S.C.G. Auxiliary, Division Marine Environmental Protection Coordinator

In my town, Wilmington, North Carolina, new notices have appeared by all the street drains. "Warning!" they say. "Everything entering this drain flows directly into the Cape Fear River."

The notices raise several questions. Why does street drainage, with all of its associated trash, flow into the river (and then to the ocean)? Should you and I, as recreational boaters, be concerned with this, and with the undisputed fact that in many communities raw or semi-treated sewage is pumped directly into the rivers and on to the oceans in vast quantities? Does the pollution from recreational boats like yours and mine really make a difference?

I have no answers to the first two questions, but the answer to the third is an unequivocal "Yes." One can argue endlessly about the percentage of total pollution that comes from our boats, but one cannot argue that we do, in fact, pollute.

It is only recently that I have become "an environmentalist," but it is only recently that I have become aware of the destruction of our waterways ecosystems and of the very real possibility that our grandchildren will be boating in a totally polluted rivers, bays and estuaries. Those of my pre-World War II generation simply assume that there will be clear water for us to boat in and enjoy. Pete Segar has, for the past two decades, been trying to help us realize the truth but many of us have not listened. Granted that you and I, recreational boaters, add only a small percentage of pollution to our waterways. The fact remains that you and I DO POLLUTE. The fact remains that if we are to leave to our grandchildren the joys of "messing about in boats" that have meant so much to us, then we have to become "environmentalists" ourselves.

Specifically, what can we do? There are three main routes.

First, we can make sure that as responsible boaters we do not add to the problem, that we take ALL our trash ashore, that we pump out our heads only when we are three or more miles at sea, that we carry a net and collect debris (especially plastics) along our way, that we "spread the environmental word" at our marinas, in our yacht clubs and whenever two or three boaters gather together, and above all, that we are meticulous in preventing fuel spills, filling portable tanks only on dry land and paying special attention to the overflow valve when we fill built-in tanks.

Second, we can look for and report any and all fuel spills. A letter to the editor can significantly encourage a fuel dock to be more careful.

Third, we can become "active" (as opposed to passive) environmentalists. We can give our time and our boating expertise in talks to all sorts of groups from the Rotary to the Cub Scouts. And we do NOT have to be accomplished speakers to do this. The fact that we are experienced boaters and have been "out there" and seen a lethal plastic ring from a six-pack five miles off shore, or a dead sea bird that was caught in that plastic rim, means that we can speak with feeling and our sincerity more than compensates for any lack of forensic skills.

Like many of you, I am a grandparent. I know the joy I have had over the years from messing about in boats in clean and clear water. I want to do what little I can to make sure that my grandchildren will have the same opportunities. I have finally come to realize that unless I am willing to make an effort actively to protect the marine environment today, there is little chance that my grandchildren will be able to enjoy it tomorrow.

My passive support of environmental regulations and practices has become "active." I hope yours will suffer the same sea change, for the sake of the seas.

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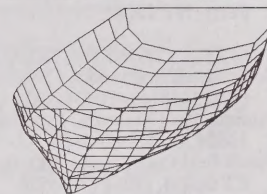
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 - Righting moment
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 - Centroids of submerged sections
 - Wetted area
 - Surface area of hull
 - Lateral area
 - Center of lateral area
- Prints out:
 - Table of offsets
 - All graphics
 - Plywood layout graphic
 - Plywood layout offsets
 - Table of design inputs
- Printer support:
 - Laser or ink jet
 - Epson or IBM
 - Proprinter dot matrix
- Sail rig design:
 - Sail graphic
 - Jib + two masts
 - 20 sail types
 - Bowsprit



Center of effort of each sail
Center of effort of sail group
Lead of sail vs. lateral area
Table of sail design

- CAD export: (use for cabins, decks, etc.)

.DXF file 2D hull
.DXF file 3D hull
.DXF file plywood
.DXF file sailplan

- Modeling:

Scale up or down .01 to 10X
In model scale do:

Table of offsets
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Plywood layout
Bulkheads

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ANTIQUE & CLASSIC BOATING

Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.
Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242. (508) 281-4440.
N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.
Old Boats, Old Friends, P.O. Box 081400, Racine, WI 53408-1400. (414) 634-2351.
Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.

BOATBUILDING INSTRUCTION

Alder Creek Boatworks, 15011 Joslyn Rd., Remsen, NY 13438. (315) 831-5321.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.
Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.
Connecticut River oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.
International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.
Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.

BOATING SAFETY INSTRUCTION

U.S. Coast Guard Auxiliary Flotilla 403, 315 Paradise Rd., Swampscott, MA 01907. (617) 599-2028.

CONTEMPORARY YACHTING

Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

MARITIME EDUCATION

Lake Schooner Education Association, Ltd., 500 N. harbor Dr., Milwaukee, WI 53202.
Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.
The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.
Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.
Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.

Activities & Events Organizers '97...

A new year is here and even though winter will be with many of us for several more months we can start to think about what we might want to be doing when our season gets going.

As a center of a sort of small boating communications network, *Messing About in Boats* hears from many, many people. We receive a steady stream of news releases from a variety of organizations which offer activities ranging over the whole messing about scene, and we are frequently asked by individuals to direct them to some special interest group or organization or event.

To expedite this we publish this "Activities & Events Organizers" listing. We cannot possibly publish announcements of the hundreds of activities that take place monthly, and we don't want to spend a lot of time either on the phone or answering letters from individuals inquiring about opportunities. Instead we periodically publish this list and suggest that readers contact any of these that seem to offer what it is they are looking for.

If you do not find what you want in this listing, then contact us, we may be able to help you. But bear in mind that everything we hear goes onto this list, we're not holding anything back.

Calvert Maritime Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (508) 283-0455.
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.
Connecticut River Museum, 67 Main St., Essex, CT 06426. (860) 767-8269.
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.
Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (508) 768-7541.
Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.
Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (617) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.
Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (508) 281-6336.
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.
Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.
Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 392-1765.
Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (804) 596-2222.
Maritime & Seafood Industry Museum, P.O. Box 1907, Biloxi, MS 39533, (601) 435-6320.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.

Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (203) 572-5315.
New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.
New Netherland Museum, Liberty State Park, Jersey City, NJ 07305. (201) 433-5900.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970. (508) 745-9500.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.
Strawberry Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035. (805) 984-6260.

MODEL BOATING

Cape Ann Ship Modelers Guild, R57 Washington St., Gloucester, MA 01930.
Model Guild of the Ventura County Maritime Museum, 2731 S. Victoria Ave. Oxnard, CA 93035. (805) 984-6260.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.
U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.
U.S. Vintage Model Yacht Group, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945, (617) 631-4203.

ONE DESIGN SAILING

American Canoe Association Canoe Sailing, RR1 Box 457, Green Lane, PA 18054. (215) 453-9084.
Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.
Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.
Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (804) 463-6895.
New England Beetle Cat Boat Assoc., c/o Edwin Howell, 23 Stratford Rd., Seekonk, MA 02771.
West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647. (714) 848-1239.

PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.
Connecticut Canoe Racing Association, 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.
Finlandia Vodka Clean Water Challenge, 300 Central Park West #2J, New York, NY 10024. (212) 362-2176.
Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.
Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.
Merrimack River Watershed Council, Lawrence, MA, (508) 881-5777.
New England Downriver Championship Series. (203) 871-8362.
Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.
Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202, (617) 727-1614 XT360.
Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.
Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.

ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.
Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (508) 283-4695.
Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333, (508) 378-2301.
Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475, (860) 388-2343, (860) 388-2007.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036, (212) 564-5412.
Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.
Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906, (401) 272-1838.
New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.
Ring's Island Rowing Club, c/o Pike Messenger, 32 Boston St., Middleton, MA 01948, (508) 774-1507.
Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984, (203) 293-0131.

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907, (508) 282-4580.
United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT.

SEA KAYAKING

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention.

SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.
Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.
Southern California Small Boat Messabout Society, 4048 Mt. Acadia Blvd., San Diego, CA 92111, (619) 569-5277.
Washington Small Boat Messabout Society, Bob Gerfy, Seattle, WA, (206) 334-4878.

STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940, (401) 729-6130.
New England Wireless & Steam Museum, 1300 Frenchtown Rd., E. Greenwich, RI 02818, (401) 884-1710.
Steamboating, Rt. 1 Box 262, Midlebourne, WV 26149-9748, (304) 386-4434.
Steamship Historical Society of America, 300 Ray Dr., Suite #4, Providence, RI 02906, (401) 274-0805.

TRADITIONAL SMALL CRAFT

Barnegat Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753, (908) 270-6786.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109, (206) 382-2628.
Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575, (860) 388-2007, (860) 388-2007.
Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.
Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948, (516) 298-4512.
North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.
Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034, (503) 636-7344.
Patuxent Small Craft Guild, c/o George Sargent, 5227 Williams Wharf Rd., St. Leonard, MD 20685, (410) 586-1893.
Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314, (703) 549-6746 eves.
Sacramento TSCA, c/o Mike Fitz, 2831 Mattison Ln., Santa Cruz, CA 95065, (408) 476-2325.
South Jersey TSCA, c/o George Loos, 53 Beaver

Dam Rd., Cape May Courthouse, NJ 08210, (609) 861-0018.
Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.
Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME, (207) 445-3004.
Traditional Small Craft Club of the Peabody-Essex Museum, P.O. Box 87, N. Billerica, MA 01862, (508) 663-3103.
Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901, (215) 348-9433.
TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127, (616) 429-5487.
Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234, (410) 254-7957.
Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102, (612) 222-0261.

TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (617) 272-9658.
Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.
Noank Wooden Boat Association, P.O. Box 9506, Noank, CT 06340.
Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

TUGBOATING

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.
World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATER TRAILS

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841, (207) 596-6456.
Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900, (206) 545-9161.

WOODEN BOATS

Association of Wooden Boatbuilders, 31806 NE 15th St., Washougal, WA 98671.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.
Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685, (616) 946-2647.
Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.
The Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368, (360) 385-3628.

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

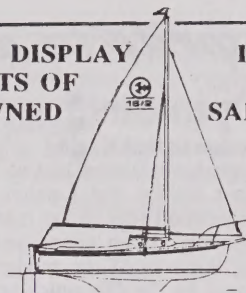
Anyone wishing to present detailed specific information about their events or activities should contact us about advertising. It's inexpensive (as little as \$6 per issue to reach 4,000+ subscribers) and you get all the space you wish to buy.

Advertising should appear in an issue at least a month ahead of the date of the event involved. To meet this lead time we need your ad copy two months (60 days) prior to the date of the event. Events and activities advertising will appear in the 1st issue of each month on our "Happenings" pages where readers will be accustomed to looking for it.

By asking you to pay a modest sum for the space you need, we will be able to pay for the added pages that will come to be necessary to provide this service, something we cannot afford to do at no cost.

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You write to us about...

Your Opinions...

Editor's Aversion to Sail Racing

I know you have always had an aversion to sailboat racing, but I never have completely understood why. After reading a recent Commentary, I am concerned that you are going the way of the modern approach promoted by the Olympics and the America's Cup, that the important thing is speed and spectators (read TV). I don't feel that just because a boat goes fast makes it any more acceptable than a slower boat, particularly in one design racing which is where most sailors participate in racing. Needless to say, my racing a Beetle Cat makes me somewhat prejudiced in this department.

From the standpoint of spectators watching a sailboat race, it never has been the greatest. What's the old saying about "watching grass grow". But again, I don't think this makes it any less desirable or acceptable. Participation is the name of the game in boating, not watching it on TV or from a distant chartered megayacht.

Of course, you are entitled to your individual opinion and that's why you write the Commentary, but I just want you to look at another viewpoint when it comes to sailboat racing.

I am curious about the "Toshiba Unlimited Regatta", to which you devoted so much space in that same issue. What does "unlimited" mean? Why does the New England Multihull Association sponsor a regatta with monohulls included? The cynic in me says it's all commercial.

Anyhow, from the comments above you can tell that I read the magazine from cover to cover. I like the variety of topics and the appeal to the down-home, do-it-yourself small boater. Topics like the Unlimited Regatta leave me cold (for your magazine) even though I know you are into multi-hulls.

Roy Terwilliger Harwich, MA.

Still Likes Pedal Powered Boats

I was a member of the International (which is actually national) Human Powered Vehicle Association and the Michigan HPVA for about ten years. I joined because of my interest in rowboats and discovered 99% of the members were bikers.

By the way, there are also HP airplanes and HP submarines. There is a HP submarine meet every summer on one coast or the other. One of the insider jokes is selling tickets to the HP submarine races!

I too ran across pedal powered boats, but after thinking about them and talking to other interested parties I sort of forgot about them. My reasons were:

1. I like shallow draft, like 4" or less, for my rowboats. The northern Great Lakes have mostly rocky bottoms. No place to jam expensive machinery. Most of the pedal and propeller boats had drafts of 15" or more, which meant that using them required the user to stay in the middle of the lake, and worry!

2. Speed was usually given at three to four miles per hour. If I'm going to go that speed I'll row and crane my neck.

3. Mr. Bedard doesn't seem to like catamarans. Ginger peachy. The already high cost of machinery goes up that much more when a packing gland is included, not to mention struts, etc. And so we're back to deeper draft.

4. No matter how it's figured, there's a lot of high priced and maintenance greedy machinery involved, which requires MONEY!

I still like the idea of pedal powered boats but haven't seen one yet that meets any of my requirements. Bolger's pedal powered paddle-wheeler has shallow draft and can be built in the home shop. Payson said something about 7mph but I wrote Bolger and he didn't support that claim. How that thing could be docked is another whole problem. Maybe put the paddle wheel in the stern, which would require a chain or shaft drive.

I'm 70 years old and have been around writing and advertising all my adult life. I've also studied people. In my view, any space you gave to pedal powered boats would be largely wasted. If it ain't a deep V with a huge V-8 engine that will push it at ridiculous speeds, and if it ain't real wide so it ain't tippy, forget it. I think of them as landlubber boats.

Ron Lavolette, St. Ignace, MI.

Appreciates Multihull Coverage

Your coverage of the Toshiba Unlimited Regatta is greatly appreciated. It was far more comprehensive than any I have seen in the specialist *Multihulls* magazine in a decade.

Competition for us is woefully thin. Hopefully a growing interest in smaller production multis will introduce new blood into the sport and eventually lead to better 40 footer fleets.

Keith Burrage, Warrington, PA.

Trimarans Not Sexy

Call me trimaphobic if you wish but I just don't find trimarans sexy. They don't lure my eyes to explore their every curve the way a real (monohull) boat does. I suppose I could rationalize my dislike of the three-prongers in terms of ultimate stability and structural reliability but my gut really just says they are weird, they are wrong! Maybe a picture of a tri every few issues would help reassure me that my monohull orientation is still intact. But that would be plenty of coverage.

Please, more meat and potato monohull photos and articles for me and the 95% of the readers who share my hull preference. Otherwise you'll soon be publishing *Messing About in Triamarans*.

Richard "The Redneck Monohullist" Damon, Amherst, MA.

Editor Comments: The appearance of multihulls in the magazine is still very minor, befitting their degree of interest and acceptance. The first dozen years with no multihull coverage were actually providing a distorted view of messing about in boats by ignoring multihulls.

About that VASH

Your commentary about the VASH, "Variable Attitude Submersible Hydrofoil", in the November 15th issue, and the copy of the original Hammacher Schlemmer ad copy you sent along was of great interest to me. The designer seems to have made an interesting trade-off in operating characteristics and the hardware, such as using a gasoline engine for submerged operation, but limited to two minutes underwater. I hope to learn more about the VASH and pass along the info to AYRS members.

Walter Giger, Jr. Amateur Yacht Research Society, Wethersfield, CT.

Further Praise for Inexpensive Tools

The typo of 1" holes in 1" steel plate was so obvious that I did not bother to call it to the editor's attention, though Sandy Mitchell used it to contest my recommendation of inexpensive portable tools, an argument that is a replay from *WoodenBoat* of some years ago.

This exchange got me to thinking about the tools I have used in boatbuilding, woodworking, and home repair and remodeling over the past half century plus. For my first boatbuilding project 53 years ago the only power tool I had was the homemade table saw borrowed from my dad. Everything else was done by hand-drilling with a breast drill and screws driven with an automatic return screwdriver or a bit brace.

By the time I bought the \$300 Yacht (27' auxiliary sloop, flush head, fully equipped with 8' dinghy) in 1951 and learned some of the pleasures of dry rot, I had the 8" tilting arbor Craftsman saw that came out right after the war and sold for under \$50, but most everything was still hand work.

Today my shop has at least \$5,000 invested in woodworking and mechanic's tools. These include a 12" floor model Craftsman table saw with 5hp motor, a 15"x 6" planer, radial arm saw, jointer, drill press, arc welder, and hundreds of hand tools and cutting tools for the power equipment.

The mainstays of my portable power tools are drills and handheld circular saws. I burned out one \$15 1/4" drill after about 40 years of use. There are four 3/8" drills there now. One is for drilling, another is setup for driving screws, the third is in a jig for drilling holes square with a surface, and the fourth has an angle drill head mounted for close quarter drilling. The first three are 3/8" variable speed reversing with 1200 rpm max. speeds (15-30 years old, \$20-25 new); the fourth, a 3/8" 1000 rpm single-speed drill (40+ years old, \$15 new).

My original 7-1/4" saw cost \$25 at Pep Boys auto store. When it burned out after close to 40 years of hard use, I replaced it 15 years ago with two under \$40 saws, one Skil, the other Black and Decker. One is set with a thin kerf carbide-tipped blade for plywood cutting and other good work; the other, with a 20-tooth carbide-tipped blade for rough work, hurricane demolition, and firewood cutting. That way, the only time I change blades is to put in an old fine-tooth steel plywood cutting blade when I need to cut stainless or carbon steel.

Enticing a person into building an inexpensive boat and then recommending he spend more than the materials cost for expensive tools that won't do the job better than inexpensive ones is irresponsibly unnecessary.

The Ace hardware store flyer in this morning's paper has a Black and Decker 3/8" VSR drill (3a, 0-1200rpm) for \$25 and a Black and Decker 7-1/4" circular saw for \$30. Fitted with high quality bits and blades these tools will do a good job for many years.

Dave Carnell, aka Depression Era Par-simonious Yankee, Wilmington, NC.

I Suggest That You:

Do an article on the famous earlier days racing decked canoes with those perilous hiking boards. Uffa Fox of 14' dinghy fame designed one. Find the man who knows and wants to write about them. Get some photos. I bet you can find them at the Mystic Seaport Museum as I remember seeing them in magazines of yesteryear. Man, they were exciting photos!

Cheer Ron Rantilla for his article on his forward facing rowing shell. I have owned one. Ron gave a time for his race in the 20 mile Cape Ann Blackburn Challenge ocean race as 3:40 for the 20 miles. I recall a sliding seat shell a couple of years ago doing this race in barely over 3 hours and an ocean kayak doing it in a very few minutes slower. But these boats may have had more powerful engines than Ron's, and also the conditions might have been different.

As a former owner of one of Ron's forward facing rigs, and as a 15 year conventional shell rower up to the present (I am 81 years old) in my Alden Ocean Shell as well as my Pocock, I told him that I did not see how his rig could beat a sliding seat rig, simply because I couldn't see how he could put the full energy of his body into it. So lets have more match racing of Ron's against conventional shells and see how it goes.

Stephen duPont, Old Saybrook, CT.

Some Reactions

Just reread Mr. Bedard's recent item about pedal powered boats. I sure would like to talk to him and find out his objection to twin hulls for these boats. Seems just right to me. He says the drive systems are easy to manufacture and maintain, and that the hulls break down for international shipping. Aren't these attributes good for private owners? Maybe you ought to run an article or two on this.

On Mr. Gould's note about the lack of coverage of workboats, it seems to me there aren't many of them, at least not being used for messing about. Could that be the reason?

I note in a recent issue Bolger's comment that yesterday's plans don't have today's improvements, developments or refinements. I've felt this for twenty years or more. Trains, boats, planes, cars, thank God they don't still build 'em like they used to! Even Chris Crafts.

Now for an exercise in Bolgerism. In Michigan it costs \$41.75 to register a boat up to 21' for three years. From 21' to 28' the fee is \$115. So I'm looking for a 20'6" outboard. So I'm cheap. Nothing appeared so I'm contemplating doing something that I have despised in others, "designing" my

own from a combination of features proven in other designs, sized to suit my needs. Sides like Dynamite's workboat suitably lengthened. Width like Hickman's Viper (30 *Odd Boats*, page 47), exactly 4' if you don't have the book. Sheer and sexy stern like Lake Launch in the June 15, '95 issue. Aspect ratio of five. 15hp to 20hp. I hope Bolger doesn't read this and have an attack!

Although I figured it would be futile, and it was, I even wrote to the state about their way of registering boats, with my suggestions. Seems length is all right, but width? And cubic inches? Forget it. Too complicated for our public servants. Wait until they have to use metric...

Ron Laviolette, St. Ignace, MI.

This Magazine...

Some Subjects Worth Looking Into

Here are some topics that I am curious about and about which some readers might share my curiosity. I enjoy thinking, researching and talking about boats.

Composting heads: Has their time arrived?

Alternatives to gas and diesel auxiliaries (electric, natural gas, alcohol): Are any practical yet? Is it possible to establish objective criteria by which to compare and evaluate them?

The history of the development of the fore and aft rig: If it was so much better, why did it take so long to displace the square rig? If not, why has it displaced the square rig so completely?

Why did Columbus change the *Nina* from lateen to square rig?

Calusa Canoe helps you build a wood strip canoe without staples.

Washington (DC) Water Bus uses electric powered trimarans to transport tourists to four different sites.

Ray Electric Outboards has been making their product for 20 years: How does it compare (price, performance, weight, etc.) to 4-cycle outboards?

An electric boat long-distance record was established last year: What made it possible?

The *Tropic Star* (looking something like the *Affican Queen*) transports tourists to the barrier islands on Florida's Gulf Coast: What is her history (including design); what is a captain's life like?

Urban Boat builders in St. Paul use the medium of boat building to interest and interact with inner-city youth.

Howard Chapelle said something like, "There has been no gradual evolution towards a more seaworthy hull." Do we really "know" anything more than we did say 100 years ago?

Lifeboats: What/who inspired their design? Is there any consistencies in design? Coast guard requirements in design? How often are they used (whether launched from ship or shore) and how successful have they been?

Are headsails more efficient per square foot (as Phil Bolger postulates) than mainsails?

Centerboards: Do they work better than leeboards? Do high aspect boards do better upwind as compared to long keels? Is it possible to accurately assess leeway?

Review Dave Gerr's *Nature of Boats*.

After years as charterers aboard their 50' Choy Lee located in the Virgin Islands, Fred and Bunny Hutchinson moved ashore. Why leave paradise?

Can a sculling oar be redesigned to achieve an efficiency such that day sailors might be tempted to leave home without auxiliary propulsion?

What is a day aboard a skip jack, lobster boat, or shrimper like? What are/were the economics? What aspects of design are critical?

The construction/repair of the traditional, wooden Greek kaike: Could it possibly be worth it?

The Egret, Commodore Munro's 25' (?) all purpose, all weather mail delivery vessel: Her history and design inspiration.

William C. Mantis, St. Paul, MN.

Meat & More

I subscribe to *Messing About in Boats* and *Countryside*, the rest are all fluff and I want meat for my money. In this magazine I get meat and more, read about people who work with their minds and their hands, who design and build and provide lost of smiles. The things dreams are made of. I can feel the trades blowing by just looking at the pictures.

I am now designing my own 15 footer (Teacup Sailor) to build (I am an architect).

Fred Grable, Camdenton, MO.

About That Mail Delivery

Your ongoing explanations about why the magazine delivery is so variable prompts me to tell you that on October 28th I received the November 15th issue and also the September 15th issue, which had never come.

Steve Eustace, Euliss, TX.

Editor Comments: That September issue was not a replacement we had sent as Steve had not told us he never got it. It was mailed August 26th and dropped into a black hole somewhere in the postal system. To me the marvel is that it did reappear and was delivered.

Now I Understand

Years ago I could not understand why, when my father came home from work, the first thing he did was check the mail to see if the *The Maine Coast Fisherman* had come (especially because he didn't know which end of a fishing rod to aim at the fish). Now, when I get home from work, I look for that tell-tale colored edge of my favorite magazine sticking out of the pile of mail on the kitchen counter. Considering the short life of some boating magazines (*The Solitary Rower*, *Bristol Fashion*, *Afloat!*, and now *The Boatman*), it is also a relief to see it still coming.

Roger James, Wallingford, CT.

Wooden Canoe Heritage Association Assembly '96

By Hugh Horton

Jon Betcher and Howard Rice rode with Kayann and me to the WCHA Assembly in the northern Adirondacks in July. Ron Sell drove with Jan Filley and John Russell. We rendezvoused happily with Bill & Nancy Ling, enjoying their relaxed hospitality at the home they're building.

The Assembly again mixed people, boats, and breezy Adirondacks into a tonic of recreation. Even jaded Howard, veteran of Cape Horn, countless kayak symposia, and hundreds of guided clients, was nearing relaxation. He helped Ron and me with our cruising sailing clinic by doing his beach demonstration of sailing principles. This while I, gratefully, sailed about in *Black Puffin* responding to shouts of "Tack", and "Gybe", instead of tormenting listeners with mumbled boratory.

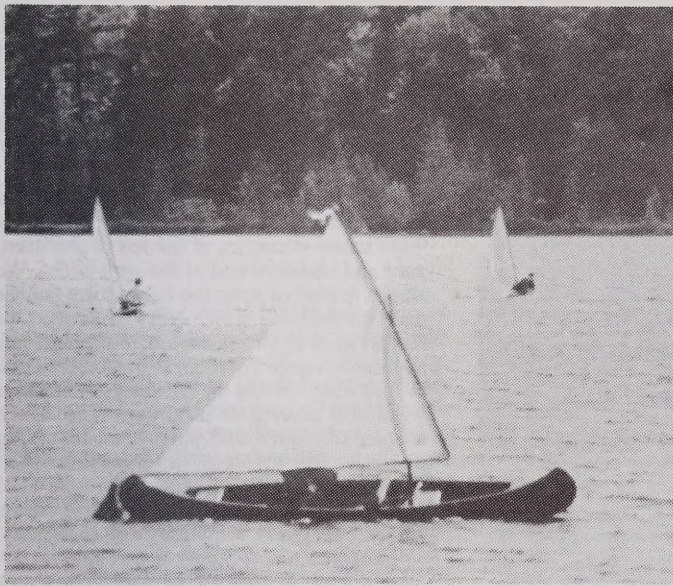
Jon, a 38 year old, late small boat bloomer, is the uncommonly skilled roughing carpenter who framed most of our house. He sailed for the first time in his life, in *Black Puffin*, as did another fellow this year. They showed again how easy to sail these boats can be, the result of light, simple, low aspect rigs above well rockered, stable hulls. And they felt and understood how homey a decked canoe can be.

For the past year Jon's been living comfortably in his 12' step van. He grew up loving Michigan's water from the shore, or occasionally from a power boat or aluminum canoe. When he started working with us on the house last November, small boat culture was thick in the air. Howard got him and other workers out often in plastic Hydra Sea Runners. After seeing a *Wooden Canoe* cover photo of L. Francis Herreshoff's decked, dory canoe last spring, Jon borrowed L.F.'s *The Commonsense of Yacht Design*. This five day Assembly was his first vacation in six years. Jon was in an exalted zone of discovery and revelation. He had earned it. The phrase, "Lovely, just lovely" has returned again and again as we recall the Assembly and the Adirondacks.

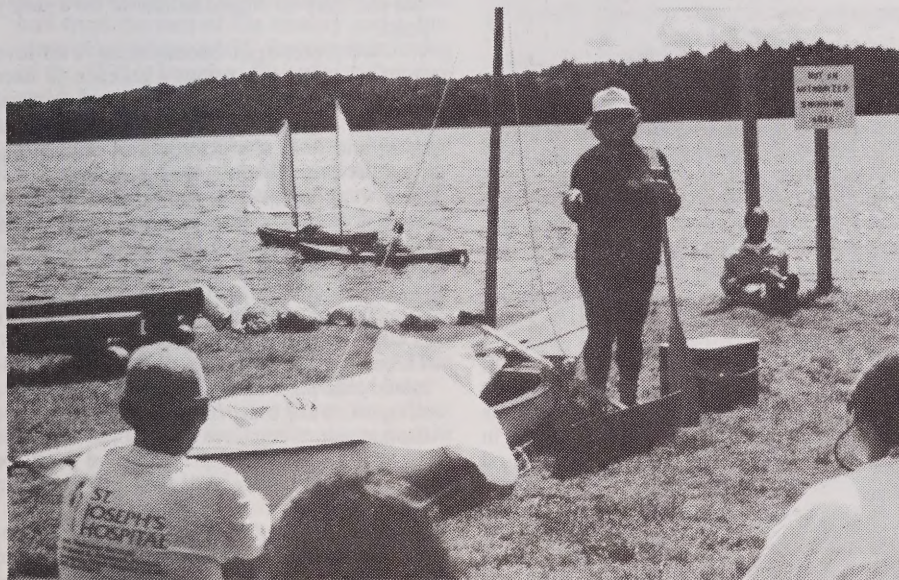
The Museum of the Adirondacks at Blue Mountain Lake was still superb. Howard beamed when he saw the striped tent on the 1882 Rushton "Princess" decked canoe, *Diana*, similar to the tent he'd made for his Klepper Aerius II. Jon wandered off, absorbed in the history, boats, furniture, architecture. Kayann & I savored the wildflowers and exquisite view of Blue Mountain Lake. Finally I bought *Boats and Boating in the Adirondacks* by Hallie Bond, but now have no time to read it.

Left from top: Idyllic scene from out of the past, sailing canoes on a quiet lake. Sail or paddle, either way is a pleasure in a good canoe, like these Bell Starfires, the sailing version our own creation. Garrett and Alexandra Conover demonstratng poling.



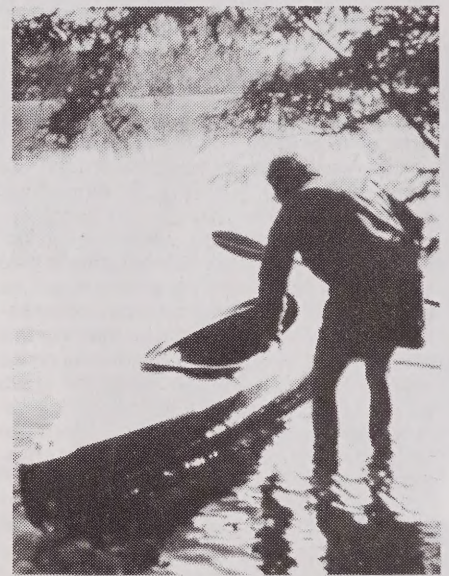


Traditional style sailing canoes moving right along.



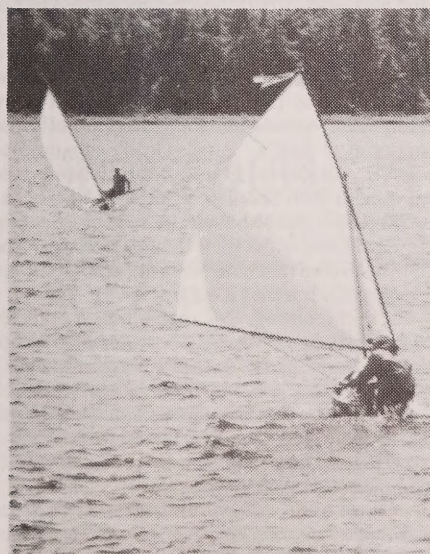
Marilyn Vogel talks about racing sailing canoes. A lifetime canoe sailor, she edits *The Canoe Sailor* for those who enjoy this sport.

Scott LaVertue really flies in his restored antique racing canoe.



Howard Rice ready to paddle in his latest decked Wildfire, 14'x30".

Two more of our Wildfire conversions, Jan Filley in latest at left, Kayann in her own *Black Ibis*.



Why aren't many more paddlers, and boaters of all persuasions, attracted to 50/50 boats or 50/50 cruisers, solo, decked canoes 14' to 17' long, 2' to 3' wide that move beautifully with a paddle (often double-bladed) and sail equally well?

The 50/50 cruisers are "versatile, comfortable boats, so utilitarian and capable, yet so poetic and user friendly" as I wrote last year. Why are such simple, easy craft to paddle and sail appreciated just by those with broad sailing and paddling experience?

First, an overview of sailing. It will help to think of two types of sailing, downwind and upwind. Downwind is drifting. Hold anything up to catch air, it might help you drift faster downwind. Clothing, a kite, an umbrella, a leafy branch, a spinnaker, all will push you downwind, but none of these can sail into the wind. (We can't sail *directly* into the wind, but we can sail within 45 degrees, and even closer sometimes.) With a specialized downwind sail, one can steer 25 degrees or so away from straight downwind.

Upwind sailing is what we want. The enchantment of sailing would be missing if we couldn't work deftly upwind in a fickle zephyr, or fight to windward against heavy wind and whitecaps. To play the evening's remaining puffs, as we glide up to a quiet lee, is one of the joys of sailing and life. It doesn't matter we could've paddled there faster.

Upwind canoe sailing can be divided into three categories: 1) racing, 2) daysailing/overnighting and 3) cruising.

Racing sailing canoes have big rigs because they are meant to continue racing in little wind, when any reasonable person would be paddling. With these large sails come complexity and many lines and fittings. Stowing this aboard can be a problem, while rigging on the water might be nearly impossible, and at sea in a swell with wind, no. Racing sailing canoes, however, have been cruised. Much can be learned from racing sailors, but for cruising it needs to be adapted and simplified.

Daysailing/overnighting canoes fit between the racers and the cruisers. A daysailer might want to carry fishing, photography or picnic supplies. The daytripper's rig must be controllable enough so a capsized won't lose this stuff. The sailing gear must be simpler than the racer's because the daysailer has other things to think about. This gear must often stow in the canoe when ashore but not necessarily when paddled. Although the boat might be able to be rigged afloat, it's much easier on the beach. The daysailer might be a frustrated boardsailor, an ex-college dinghy racer or raced prams at camp and is still looking for the adrenaline buzz. It can be there. Today's ACA 44 square foot rig is in this group, by my arbitrary definition, although long inland cruises have been sailed with these.

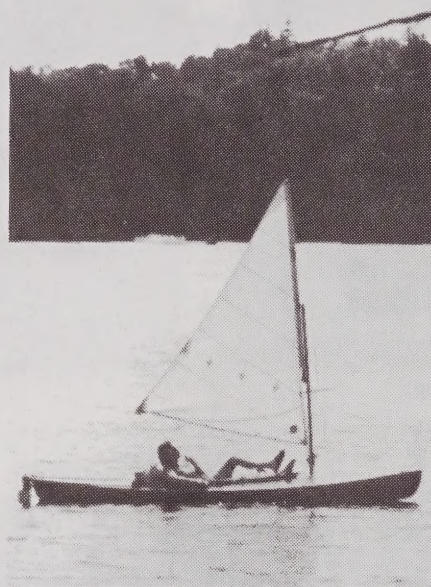
The cruising category can include the most demanding alongshore and offshore travel. To me, the most artistry of design is in the cruisers. These are the short stories of literature, just the spare and essential. The cruiser's sails will be small since one paddles when the wind fails. "Sail when you can, paddle when you must." They need to be controllable when it is windy. One should be able to rig, set, strike and stow these sails at sea under unpleasant conditions. Often this means the mast or masts must be positioned more toward the center of the craft rather than near the ends. The rig should have as few parts as 10

Sailing 50/50 Cruisers

Our Heritage

(Program Presented at WCHA Assembly)

By Hugh Horton



possible, less to lose, less to break. The parts must keep working under extreme conditions. Field repairs should be possible, even if weight is added as high tech is lost.

The daysailer and the cruiser, I think, are of most interest to us in the WCHA. 50/50 boats are in these two categories.

In the 1860's, John MacGregor, a Scot, popularized 50/50 solo canoe travel as a gentleman's sport available to everyone. His books of his travels in his Rob Roy canoes in the Baltic and down the Jordan River inspired others throughout the Western world. Long trips were taken, books written, clubs formed. These were the early boats of the ACA. His Baltic traveler was 14' x 30". He tented ashore and occasionally slept aboard the beached canoe. The Jordan boat was slightly larger and he slept aboard more. After 1885, with the development of racing, the evolution of 50/50 cruisers slowed.

Now we try for even more versatility and capability than the pre-1886 50/50 cruisers and we have better aero and hydrodynamic data to ponder. We also consider the idea of "user friendliness," which to us means comfort, ease of use, and safety.

User friendly includes light weight. Light weight doesn't prevent us from lifting the boat off the car for a half hour sail or paddle. It lets the boat be stored safely in slings indoors or tucked under a deck or cave. It lets you unload the boat at the shore for a night's camp and then carry it easily over slippery logs and boulders above the high tide line. Or, since it's so strong and tough, you can just drag it fully loaded.

Our 50/50 cruisers should be so comfortable we'll want to stay aboard late, even if we paddled off before dawn. This isn't a kayak in which one is wedged and, within an hour or two, fantasizes stretching back and legs. Our cockpit should hold a facsimile of our best seat, office chair, reading chair, car driver's seat, snoozing lounge, our choicest spot to sit. The

seat must offer adjustment from a near straight up power paddling position to a partly reclined sailing/sprawling position. Our cockpit must have width for squirming and for shifting our live-ballast bodies for sailing. It must be long enough for livability, and for an emergency passenger.

User friendliness is in the sailing gear's effectiveness and simplicity and in its low mass where it counts, at the top of the mast, yard and outboard end of the sprit boom. We want a feather of a rig, but it must be a feather that can fold and stow nearly instantly. Our feather must be strong enough to support, say, a hungry George Foreman sitting on the deck to windward, driving the little boat hard against wind and current to a burger stand. Back ashore, the individual parts must be strong enough to tolerate a heavy footed stumble-upon. "Individual parts" you ask? "Simplicity?" Yes, but more than one part is just that too many. Simplicity is user friendly. Complexity is not. Safety and reliability are user friendly. We want a rig that can be struck and stowed in wind and gray waves, not one that can only be rigged ashore or on a sunny pond.

We prefer sprit booms along with low, short rigs. A sprit boom's essence is user friendliness. They are a mental and physical stress reliever. Their minimal mass on our boats and their characteristic of controlling clew lift help prevent, when running, the tail from wagging the dog, you in your little boat being wagged by an adrenaline blasting bag of oscillating windage. Since we aren't working extra to keep the clew down, sheet tension is reduced greatly.

Currently a rash of creativity and money is being invested in kayaks with outriggers. These are little trimarans. We, too, have followed this path far enough to believe bulk, complexity and loss of paddling agility devour the concept. We believe only monohulls offer the simplicity and light weight we want for that half hour sail or paddle from a forty minute car stop.

To obtain a 50/50 cruiser, suitable production hulls like the Bell Wildfire, Starfire and Magic can be used. By choosing freestyle boats, paddling performance, other than sprinting, is assured. These hulls have the flare and rocker we need for sailing. If an open canoe production hull is used, a low enough sheer for pleasurable paddling must be cut, but not so low we lose too much buoyancy or foot room. We use aerospace materials and wood where appropriate. (It's the "heritage" of the canoes of the 19th century we cherish more than their woodenness.) In these hulls the material is Bell's "Black-Gold" schedule of carbon and Kevlar. Our decks are a composite of quarter inch Spanish cedar with Kevlar beneath and S glass above. The cockpit coaming is doubled eighth inch lauan doorskin. The rim is Spanish cedar or ash. All tapes are diagonally braided Kevlar.

Light, strong, low maintenance craft result. Without sailing rigs, the little boats weigh less than 40 pounds, the larger less than 45 pounds. The sail rig adds fewer than 20 pounds, which includes the sail, mast, yard and sprit boom, leeboard and bracket, rudder and steering rods. Upping tech will reduce the sailing gear to less than 12 pounds.

Last year's question is still valid. What other conveyance can take any of us so far, for so little cost, with so little fuss?

Alexandria Seaport Day

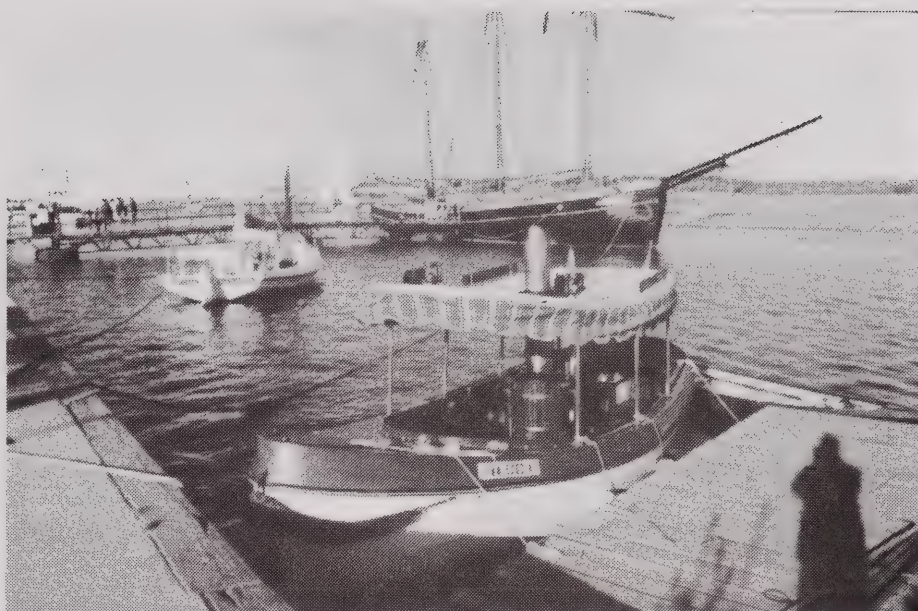
By William H. Hunley, Chairman, Alexandria Seaport Foundation

October 12 dawned bright and sunny at the Gangplank Marina on the Washington Channel in Washington, DC. Bill Hunley, Capt. Jon Shay, USN, Frank Rackley, Philip Lewis and Howell Crim fired up the boiler on the Alexandria Seaport Foundation's steam launch *Poubelle Princess* and headed off down the Potomac River for Alexandria. The Foundation's first Seaport Day to celebrate the maritime heritage of the old seaport of Alexandria was set to begin at 10:00 AM.

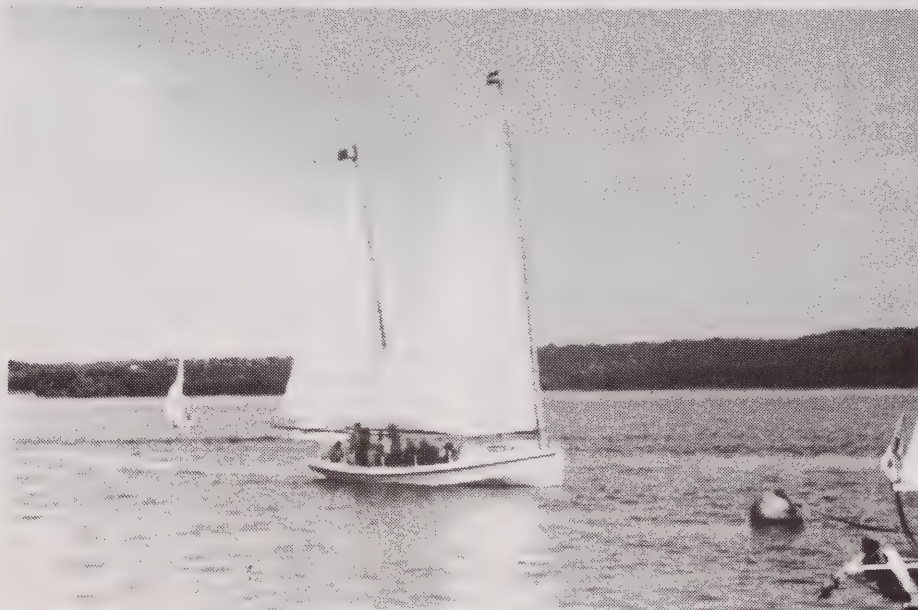
Seaport Day included a messabout from 10am to 4pm, the christening of a mini-schooner based on an Alexandria Gillnetter hull from the turn of the century and a Virginia pilot schooner rig, the commissioning of the 42-foot Potomac River Dory *Potomac* and a host of other activities. A party at the Old Dominion Boat Club capped the day.

The wind arose later for the traditional sailboats that showed for the messabout, but *Potomac* and *Poubelle Princess* were busy all day running trips on the river for those who came without their own boats. The excitement of the day came when Kevin Riley had a capsize in the borrowed light sailing dory he was sailing. *Potomac* rushed to the rescue, followed by *Poubelle Princess*, but Kevin had the situation and the bailing scoop well in hand and the boat back on her feet without help.

The 42-foot Potomac River Dory Boat *Potomac* is a traditional workboat type present by the hundreds on the Potomac River from the 1870s into the 1950s and 1960s, but now is virtually extinct. Of the six or seven still existing, *Potomac* is one of two that are still afloat and all except *Potomac* are in museums. Built by the Alexandria Seaport Foundation in 1994-95 and equipped as a marine science classroom, she supports the science classes in the area middle schools, high schools and universities for on-the-water, hands-in-the-mud marine and ecological science studies.



Poubelle Princess, *Potomac* and schooner *Alexandria* await the opening of Seaport Day.



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Taking Ayesha Around DelMarVa

By Mark and Sarah Fisher

Ayesha is a 1973 Bristol 26. She has proven dependable in our sailing and gunkholing on the Chesapeake Bay for the last ten years. With her stub keel for shoal draft and centerboard for windward ability, she has taken us to a large number of spots in the mid and upper Chesapeake. But from our first weekend aboard her, the expanse of the lower Bay and the hidden channels of the Atlantic barrier islands drew our thoughts.

Ever since reading Robert de Gast's wonderful book, *Western Wind, Eastern Shore*, we have wanted to try "The Circumnavigation," the voyage around the peninsula that forms the eastern side of the Chesapeake Bay. Ocean racers do it in four days, we figured three weeks would be about right.

Finally, the right combination of vacation time, boat preparation and research came together and we decided to try.

Unfortunately, we are both employed and, in order to complete the trip in the two weeks that Sarah could spend, I started early by single-handing *Ayesha* down the bay to Hampton.

The plan was simple. It was just a delivery, miles under the keel was what counted, not exploration and adventure. The wind, naturally, was a southerly, which is normal for August, but that meant that it was on the nose. This was a good omen for the second leg, northbound behind the Atlantic barrier islands, but not now. I compromised by motor-sailing very closehailed, using just enough gas to keep up five knots. On this point of sail, the boat was very nearly self-steering and the new tiller-pilot we had just bought had little to do.

The vision of *Ayesha* valiantly sailing off into the wind until her gas gave out was a sobering one, and I made it a personal rule never to remove my safety harness when above decks. It made for some strange tan lines, but improved my peace of mind. For navigation on the decks, I ran jack-stays the length of the boat. As a method of re-boarding if I found myself over the side, I trailed a 50' line astern, made off to the tiller-pilot so that a pull on the line disengaged the tiller-pilot, and let the vessel round up.

The trip south had exciting points in the first two days, dragging anchor in a thunderstorm in the pudding soft mud at the back of the West River, running out of gas under another thunderstorm off Point No Point and finding out that same evening that the centerboard was jammed down.

By the third day things had settled down. I refueled by dinghying in to St. Leonard's Creek and made it to Broad Creek on the Rappahannock by 4:30 that day. Broad Creek is like a Disneyland for marinas. There's barely enough room to run around between an immense assortment of active marine railways, travel lifts, covered docks and even a floating dry dock!

Through the help of Chris Plakas at Walden Brothers Marina, I got first position on the haul-out list at Dozier's Boatyard for the next day. It turned out that the centerboard wasn't repairable in the time I could afford, and I removed it for the rest of the trip.

After long motorsailing tacks across the lower bay, I made it to Hampton and tied up at the town dock that night where I was to meet Sarah, who was coming down by bus. Hampton has put a lot of effort into rebuilding their town center and that effort includes a



gold-plated transient dock (stainless flathead screws for fasteners) at the head of the Hampton River. Unfortunately, the river bottom is pure 20th century American, my anchor dragged when I hooked a big plastic bag. Once the anchor was set, I rendezvoused with Sarah a few blocks away and we returned to the boat.

The next day, we set out for the unknown part of the trip. The sail across to Cape Charles was delicious. Since I was free of the safety harness now, I could enjoy the nettle free, cool ocean water of the lower bay. We saw our first pelicans and the day cruiser *Virginia Rover*, with full tanbark sails set and hanging from her spars as she motored across the Bay. They tried, I guess, to cover up the diesel by playing Jimmy Buffet tapes, but the experiment was a failure as far as we were concerned.

In passing under the north end of the Bridge Tunnel we were ushered into a new world. Gone were the distant horizons and haze-shrouded shores. In their place we had emerald grass lapping the channels with skimmers and fiddler crabs marking our passage and greenhead flies. The greenheads like you best when you're still wet, softer and seasoned, I guess. No mosquitoes, I guess the greenheads ate them.

The next seven days were spent winding north to Ocean City. Our concern about making it through shows in the long hops we made on the first days, when we passed several tempting islands (I wish we had stopped now). Our pattern was to move north in the morning with the flood tide, then anchor behind the beaches of the barrier islands for swimming, long walks and clamming in the afternoon. The clamming was informal, somehow we always ended up noticing round lumps in the sand under our feet and, well, there we were. We

didn't want them to go to waste, so we rang the changes on what is possible with your basic clam.

"A hard life," and over too soon. For five days the loudest sounds we heard were surf and terns and the exhalations of sea turtles. Although they're endangered, we must have seen several dozen. A local waterman we talked to said they're there all the time, too, except in winter.

We discovered subtle ways of staying in the channel. While the Virginia Intercoastal Waterway is well marked by day beacons, the actual edge of the channel is not so obvious, especially at high tide when we were threading our way across the shallow bays between the inlets. We followed the strongest current and discovered that when the current was against the wind, it was marked by a band of ripples, while when the current was with the wind, it was marked by a slick. Still, there were several times when one of us had to leap over the side and "felt" back and forth in waist deep water to find enough depth.

As we were coming into Chincoteague, we came to the rescue of a powerboater. His steering gear had rusted through and his motor was jammed at an angle. I rowed the dinghy over and jury rigged his gear. In the process, we asked him and his date if they knew of a place we could tie up that had a Laundromat nearby. They suggested the Chincoteague Inn, so we tied up there when we got into town.

Who should meet us when we got into town, but "the date!" She offered to do our laundry and loan us her car in return for being rescued! We happily accepted and later got to know her.

The next hurdle was the bridge over to Assateague at the north end of the Bay. The chart said 38' but our masthead is 37' and the Coast Pilot says that the Bay there can change depth more than three feet in strong winds. We thought we'd better try it at low tide just to be sure. When we made it to the bridge next morning the current was sweeping under the bridge. To gain the maximum control in case we didn't fit, we turned around and backed under very slowly with our outboard ready to pull us away from the bridge if we didn't clear. We made it with perhaps one foot to spare, but we were through.

That put us within range of Ocean City, which was a zoo! Not only was it Saturday and everyone was out on the water, but it was also the first day of the Blue Marlin tournament and all the big boats were out, charging around in a narrow inlet with a four knot tidal current boiling through it. As lagniappe, the governor of Maryland had promised to put Ocean City's beach back after the winter storms, and the picture was completed by tugs and dredge piping being towed through the mix. (Oh yes, did I mention navigating around the remains of the old bridge to the beach? It had been removed by cutting the pilings off just below the surface.)

Our battery was dead, so we had to plunge into all this mess to find someone to give us a charge. We succeeded in doing it, but at the cost of about five years off our lives. The dock hand at the marina we went to said he never goes out on the water during the weekend. The next day had a forecast of a cold front coming through, and it was Sunday anyway, so we just stayed at anchor about three

miles south of the city. We admired the amusement park lights at night but didn't feel much interest in trying to get ashore. We tried some more fishing (no luck), and chicken-necked (better luck, except most of the crabs were sponge crabs and we put them back). I got tired of powerboat wakes by the end of the day, it'd been so quiet coming north from Cape Charles and now the water was at least as busy as the Magothy Channel north of Annapolis.

Monday morning was foggy so we hung around a while waiting for it to clear since we were going out the inlet and then north up the coast to Lewes, Delaware. The fog didn't clear so we went ahead out anyway, with about 100 yards visibility, which lifted to three miles in haze on the way north. Dead reckoning brought us to the south end of Hen & Chickens shoal right where we expected to hit it and as we rounded Cape Henlopen the haze lifted and we had a nice sail into Lewes.

That night we went to a restaurant, and we felt a little disappointed! We'd been doing pretty well getting our own seafood all the way up the coast and, while we had no luck fishing, we were actually tired of clams and had had oysters and crabs, etc. Restaurant flounder was a little flat (no pun intended). Still, it was nice to spend the night tied up at the town dock instead of trying to anchor in a tidal stream that reversed direction every six hours in a narrow channel. Lewes is a pretty, old fashioned town that's just beginning to be developed. We'd been there four years ago and things didn't look much different. For the locals development means money, but to city slickers like us who see development every day, a little quiet is more attractive.

The next morning we sailed across the mouth of Delaware Bay and went in Cape May inlet. We brushed through some fog again at the end but had a nice sail on the way, fresh breezes and sparkling water. We couldn't see any of the old resort town of Cape May from the harbor, so we went on back to Delaware Bay through the Cape May canal (more powerboat wakes plus lots of headboats make the canal like a mixing bowl, it was rough). We planned to spend the night in the Mispillion River on the Delaware shore of the Bay, so we headed back across.

About halfway across, I spied a black fin cutting the water alongside and just as I cried to Sarah, "Look! Dolphins!" about 20 fins broke the water all around us. We'd never been so close to them before. They were swimming right alongside, rolling over to look at us. They were with us for about ten minutes, then mysteriously they were gone. We got one picture with the camera, but I will always remember that if I had leaned out I might have touched one, they were that close!

The Mispillion River in Delaware is an interesting place. It winds way back into the country through marsh with no houses near. It's fairly deep, with a lot of water pouring out. The cruising guide says it's navigable for about 10 miles up until you reach a fixed bridge. On the other side of the Delaware Bay is the Cohansey River. It is just the same, but on a larger scale. We headed there for Wednesday night. Delaware Bay lived up to its reputation for getting rough while we crossed over to the Cohansey, and we were really glad to get into the relative shelter of the river. I say relative because while the shores kept the chop down, the wind swept in over the flat marshes unabated. Still, since there was a stiff ebb run-



ning out of the river mouth we were glad of the wind because it helped us get up the river.

I read somewhere that the Cohansey was one of the original six ports of entry on Delaware Bay in colonial times, and I can believe it. Just inside the mouth the channel is 50' deep and the old town of Greenwich was founded in the 17th century. There are a lot of old houses still standing, some brick, some stone, and the town is within walking distance of the river. We went into town to get some groceries and ice and looked around. It was beautiful. We had a job anchoring that night, the river current was so swift the aluminum anchor couldn't sink fast enough to bite before we started drifting backward. After a lot of circling and yelling (and leaping overboard to catch the end of a dropped anchor line before the whole job got lost) we finally got snuggled down.

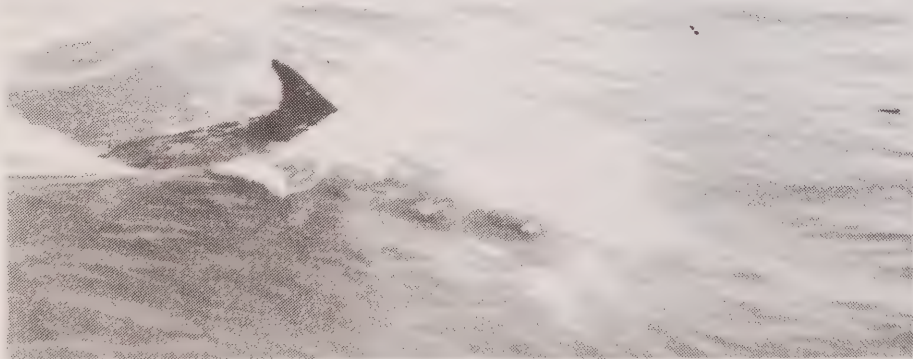
The next day we had a ways to go: through the C & D canal and on into Chesapeake Bay. We were both feeling kind of crabby, I don't think we wanted the last leg of the trip to be starting just yet. Still, like everything so far, it was an adventure, so we planned to get up early to catch the flood tide up the Bay. We were up at 5:30 and going, but the outboard motor didn't want to cooperate. I think all the idling at low speed the night before had fouled the plugs. Anyway, we had to pull and clean them twice before the motor would run on both cylinders, the only time it gave us any trouble on the whole trip. We eventually got going and the same stiff southwest breeze that had been blowing the day before pushed us right up to the canal, making up the time we'd lost. We had to motor through the canal, 16 miles, but fortunately met only one freighter. Mostly it was tug and barge traffic, which we were used to from the Chesapeake.

What we weren't used to, after 10 days of sea breezes, was the heat! We stopped at the Bohemia River to get ice and a battery charge again and the temperature must have been over 100 degrees. Fortunately the water temperature was not and we went swimming repeatedly that evening. So far up the Chesapeake the water is almost completely fresh so, in addition to bathing ourselves, we washed all the salt off the boat.

We were feeling glad to be almost home, and a little regretful. In order to delay getting back and to see some parts of the Chesapeake we'd never explored before, we spent a day sailing up the Sassafra, one of the celebrated cruising grounds on the Upper Bay. I'll have to say it was pretty, high, blue hills on Elk Neck just across from the river mouth reach up to 300 feet. I think I prefer the miles and miles of green-gold marsh and the ocean beaches we'd just left. Anyway, we were feeling kind of crowded, even though it was the middle of the week and not too many boats were around.

That night we figured out the straight-line distances we'd traveled in the last two weeks. Point-to-point the total estimated trip was 450 miles!

The last two days of the trip were beautiful, sunny, bright, warm but not hot and blowing a hatful of wind. We finished up the trip in style, beating up to Fairlee Creek for Saturday night and on to the Magothy on Sunday, August 14. We ended up beating into headwinds under a reefed headsail alone. We came back to the Magothy, our home river, about 3:00 in the afternoon, unloaded the boat, cleaned up and were home by 6:00 pm. Everything was fine when we got home, the cars were OK and Sarah's niece had even cut the grass.



Day Five

As *Shoebox* and I motored slowly eastward down the Ipswich River in the pre-dawn pink light, I thought of my father. He would have enjoyed this cruise. He was an ardent boatman all his long life. We talked and built boats for most of our years together. Many of the fittings now in *Shoebox* I salvaged from his last boat, and I used some of his wood-working tools in building her.

One of the great advantages in solo cruising on a slow boat with no firm schedule is the opportunity for reflection. You have plenty of time to review the past and see how it applies to the present. You may even learn something about yourself that you missed along the way.

We'd left early, just before high water, and by sunrise we were well down at the eastern end of the shallow Ipswich River. Tom Reynolds told me about a sneaky way to get into Essex Bay without going out to sea and around Crane's Beach. He thought I could turn into Fox Creek where it exits the marshes south of Little Neck, then go in back of Castle Hill and out into the Castle Neck River, which leads into Essex Bay. I would love to try that, but first in a canoe, as portaging a three-ton houseboat through the shallows is not rewarding work. NOAA chart No. 13282 ends in the middle of Castle Neck. Although it does show the entrance to Fox Creek, its promised route to the Castle Neck River is not shown. This would be a fine challenge, I'm sure, but not this cruise. My, what a prudent mariner I've become in my declining years.

Reluctantly I passed the Fox Creek entrance and left the Ipswich River. As we headed north past Little Neck and into Plum Island Sound, we met a freshening ebb. Hundreds of boats were pulling hard against their moorings as we went slowly by the Ipswich Bay Yacht Club at North Ridge. Once again I thought I might have to anchor in the mouth of the Eagle Hill River to await a favorable current, but as we followed the main channel buoys well to the west of Middle Ground, the current slackened. We continued north looking for the entrance buoys to the Rowley River. About 0715 I saw some smaller spar type buoys off a bit to the northwest of my track. After passing through these entrance buoys, a local fisherman heading out told me the river was buoyed all the way up to Rowley and then added, "Follow the buoys closely. They're oddly rayed out, but they work. You'll go aground otherwise." I followed his advice.

By 0730 we were passing through very lush green marsh grass along a twisting channel. There was all kinds of bird life to watch and distract me from my navigational duties, pairs of great blue herons, dozens of snowy egrets and in the distance what appeared large enough to be a great white heron. Some of these herons seemed to be escorting us up the river. Quite a nice trip up to the town of Rowley, although a rather tortuous winding channel which did require our close attention at times. A man on a small pier said we could carry on through the railroad bridge where we'd find a marina.

Just beyond the railroad bridge the river takes a sharp turn to the south past Perley's Marina on the western bank. As the narrow river was entirely too crowded with boats near the marina, we continued on to explore a bit. We ventured south for about half a mile along a winding channel between high banks and tall

To Ipswich: The Back Way Part 2

By Tim O'Brien

marsh grass until we reached the junction of the Egypt River and a creek called Muddy Run. Turning back toward Perley's Marina, we anchored bow and stern about 200 yards upstream from the nearest marina float. We had been underway for less than four hours but I was beat, not much sleep the night before, so at 9:15 AM I hit the bunk and slept solidly until 1330, when a steady rain beating on the cabin roof woke me. I got up, rigged the awning and then busied myself cooking a new pot of shantyboat stew, after all, the last pot had lasted almost four days!

It was still raining steadily when I took the canoe in to take a walk into town. I was wearing boots, oil skins, a life jacket and carrying a canvas tote bag. The marina owner, Neal Perley, asked me, "Why don't you bring your houseboat down to the floats? Then you won't have to go back and forth in your canoe." He added, "You know, you won't get very far if you fall in with all you've got on."

I acknowledged that what he was saying made sense, but that I was double anchored and too lazy to make the move this late in the day, and walked on into town.

When I returned, tired from a long walk in the rain, it was beginning to get dark. I had left the long pole paddle on top of the canoe thwarts and on getting into the canoe with all my gear this kayak paddle rolled over the side and began to float away. I made a quick lunge to capture it, and swamped the canoe. I did recover the paddle, but some fun I had staying in that now almost full canoe. Luckily I had with me the boat's five-gallon trash bucket and was able to bail large quantities of water in a short time. I chucked all the wet gear, canvas bag full of groceries, wet newspaper, paddles, knee pads, etc., up on the float while I got my act together. No, I didn't really go swimming, but I did get soaked from the waist down. Mr. Perley was right. Had I gone all the way in, I would not have been able to swim very far. I simply had too much clothes on. Mr. Perley knew what he was trying to tell me, but I didn't listen. I was too lazy to adjust to the reality that Perley saw so clearly. If you want to continue to enjoy boating into your eighties like Dad did, O'Brien, you'll have to shape up! Tiredness and inattention can do you in big time!

Back onboard *Shoebox* I changed my clothes, brewed some tea, wrote the log and went to bed. Tomorrow's another day, O'Brien. We'll do better.

Day Six

I had all but decided the previous evening that *Shoebox* and her intrepid skipper needed a rest. We would remain in Rowley a second day. I slept late and after cleaning up the boat, wrote some observations in my workbook and caught up on the log entries. While writing in the open hatchway, a belted kingfisher landed on the awning cross piece with much fussy cackling. The kingfisher is an oddly proportioned bird with a short stumpy tail, a rather oversized head and a long thick beak. His

top-knot crest reminds you of an Iroquois Indian's hair cut, spiky, straight up and extending from just above his yellow-green eyes back over his head and well down his neck. The head is all dark with a wide white band around the neck. A heart-shaped whitish breast stands out against the blue-gray front of his shoulders. This kingfisher only stayed on the awning stretcher for a few minutes, then was off with a weird dipping flight to an electric wire "owned" by many bank swallows and martins. They took umbrage at his intrusion and promptly dive bombed him away from their roost.

Later some snowy egrets came feeding along the mud bank, white crested with black beak, black legs and bright yellow feet. They seemed to shake a yellow foot in the water in a purposeful way every few minutes, to stir up minnows, to attract prey. Who knows? But it's fun to watch this odd little one-legged dance.

While taking the required after lunch siesta, I thought I heard a power boat approaching. Sounded different somehow, so I got up to look. No boat in evidence either way. The tide was out so I couldn't see very far, the mud banks were at eye level but I could still hear a diesel engine. As I was about to return to my bunk, a tractor came into view quite close to the edge of the bank. It took me by surprise. A young woman was driving the tractor back and forth, pulling a big mower cutting the marsh grass. I learned later that salt hay was big business hereabouts, with families having salt meadow rights that go on back for many generations.

Early in the afternoon a fellow in an aluminum skiff with an old 25 HP Johnson outboard came by and stopped to talk for a spell. His name was Dan Perley, no relation to Neal Perley who owns the marina. He said he was a laid-off construction worker but is now fully engaged in his second profession as a clam digger. When I asked him how come he was in town at low water, entertaining a tourist like me, instead of out on the flats digging clams, he smiled and explained that because of all the rain the clam beds were closed for five days because of the possibility of pollution.

It was interesting talking to him. He said he was born in Ipswich and had lived around here all his life, a guy about 35 I guessed. Interestingly enough, he confirmed Tom Reynold's story about reaching Essex Bay the back way via Fox Creek and the Castle Neck River. He said it would be tricky getting *Shoebox* under the Argilla Road bridge, but that maybe I could make it.

Later in the afternoon I made several trips in to the marina to fill up on gas and to top off the water tank. On my last walk down the long string of floats I spotted a little green heron perched on a boat's rail. As I slowly approached he hunkered down, head pulled back and neck folded up. He eyed me carefully cocking his head back and forth slowly. He began a "tsking" or soft clucking sound as he became worried about me closing in on him. I stopped and after watching him for awhile, I raised one arm. Suddenly he did some serious clucking and took flight.

I walked into town at sunset. Nice old town. I went as far as the Methodist church with the clock tower on the corner across from the Rowley Pharmacy, then went back to the corner of Railroad Avenue and Route 1A where earlier I'd passed a restaurant, the East

End Seafood Restaurant. Had their special for the day, baked stuffed haddock. It was excellent. Back to *Shoebox* a bit after dark and sound asleep by 9:00.

Day Seven

woke to a very foggy morning and wondered if I'd be able to pick out the channel buoys in the Rowley River. Well, only one way to find out. So at 0630, after mud-wrestling with two anchors, we were underway for Newburyport. By 0730 we rounded Hog Island Point at the mouth of the Rowley River. Patchy fog now but it was lifting. No problem finding the buoys. Crossed Plum Island Sound north of Middle Ground, passed buoy No. 23 and began a slow arc to the northwest, which eventually took us back to the western side of the sound. As we moved north off Nelson Island, I began to see the buoys for the Parker River that start south of Dole Island. It was just past high water, so I took a course to the northeast that would take us across the shallows south of Cape Merrill. From here on up the Plum Island River there are no buoys. About 0830 we entered the Plum Island River east of Cape Merrill and shaped a course for Brown's Island half a mile to the north.

It's a bit tricky when all the marshes are flooded at high water. Then all the many inlets are wide and inviting, but the wrong choice will not lead you to the bridge at Plumbush.

Although it's only two-and-a-half miles as the crow flies from Cape Merrill to Plumbush, *Shoebox* and I took a much longer winding route through the marshes of what is now called the Parker River National Wildlife Refuge. We had the entire area to ourselves, narry a soul to be seen the whole way north. At 0900 we passed Pork Island to starboard, crossing safely over the large shoal above which I had anchored to await more water depth coming south. No depth problems this time. At two hours past high water I got four or five feet every time I dropped the lead.

At 0935 we passed under the Plumbush Bridge and then through the inlet north of Plumbush Island where Mark Bachelder was so helpful to *Shoebox* with our earlier anchoring problems. We would not have weathered the gale so well that night without his talented assistance.

Heading west across the grasslands of the Joppa Flats, where I'd furrowed the mud com-

ing down, soundings showed four feet or so. Going on 1000 and we're really bucking a strong ebb as we leave the flats and head in past the American Yacht Club. Had the engine pretty much wide open in order to make it past the Coast Guard Station and in toward the Town Dock. At 1035 we moored to one of the floats at Market Square Landing, just a short distance astern of the beautiful big sailing ship, *Spirit of Massachusetts*. Quite a contrast, but *Shoebox* didn't mind.

In the afternoon I met the crew of the two sailboats moored astern. The skipper of one of them, the *Gaspe* from West Sand Lake, New York, was a fascinating old guy, a man in his late seventies who was watched over carefully by his crew, a son and grandchildren I guessed. He stopped by several times to talk. I thought his wandering style of conversation a bit odd, but in our last meeting he made my day. Let me explain by backtracking a bit.

To the forward end of *Shoebox*'s cabin I have bolted an awning stanchion made of a tapered piece of 2'x6' inch spruce. It's all of six feet tall. A foot above the deck is fastened a step-like shelf on which I sometimes clamp the combination sidelight lamp. Otherwise I use this shelf as a step when climbing up on the cabin top. Now my friend from the sloop *Gaspe* must have seen me do that for, as he was about to leave, and more as an aside than a question to be answered, he asked, "...and what do you see when you climb the mast?" With that he toddled off down the pier toward town.

Coming back from a walk, I met the Master of the *Spirit of Massachusetts*, Captain Dave Whitney, as he was leaving for the day. I told him I would very much like to visit his ship at some not too inconvenient time tomorrow. He said late in the morning would be best.

Day Eight

It started raining lightly a little after sunrise. By 0800 it was raining steadily and heavily at times as a series of squalls passed by. As it was almost high water when I got up, I decided to stay in Newburyport until the afternoon flood began. This would give me time to go to the marine hardware store and to visit the *Spirit of Massachusetts*.

I found some electrical parts to wire up an all around stern light, bought a newspaper

and returned to *Shoebox*. Looked like activity onboard *Spirit of Massachusetts* so I went over to pay a call. The skipper had already gone ashore on business but the Second Mate, a friendly young man named Eric Esebill, said I could come aboard and look around. She's really quite a beautiful big ship, built in Boston in 1984 and kept in good shape throughout. I walked her from stem to stern, going down in each compartment also. She's a replica of a Gloucester fishing schooner, 125' long, with a beam of 24 feet. She will be taking students out on local training cruises for the next month. I'd love to go, but then who would tend *Shoebox*?

The rain stopped and the flood was running strong to help us up the Merrimack. We got underway at 1520 heading for Amesbury. Up along the south shore near Carr Island I saw a nicely built wooden houseboat which I'd seen earlier upriver. I went over and spoke briefly with the owner, who was living aboard. It's a big boat, about 30'x10'. *Shoebox* could almost fit in her cabin. The owner wanted to talk some more and got underway and followed along with me for a mile or so.

We went behind some of the islands this time to vary the route I took coming down river a week ago. It's hard to realize that it's only been a week since I started on this cruise. *Shoebox* and I took the right-hand channel at the southeast tip of Eagle Island. We went around the north side of both Eagle Island and Deer Island and then under the two highway bridges. Just after 5:00 PM I anchored *Shoebox* west of Larry's Marina, up toward the water tower at the old hat factory in Amesbury.

I cooked supper and sat on deck eating and watching the river at sunset. A big old osprey flew out of the trees in the Maudsley Forest and searched upriver for his dinner. It was a lovely evening.

I thought about the cruise and what we had accomplished. My friend from the sloop *Gaspe* came to mind. The answer to the old man's question, "...and what do you see when you climb the mast?" has as much to do with your attitude as with what you are looking for. Climbing a mast, even a short mast, changes your point of view. Taking a cruise, even a short cruise, changed my point of view. Whatever I was looking for, I found, for I saw many simple things of great interest and beauty.

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My brother Jon and I taught ourselves to row at the Amvets Lodge up at Higgins Lake, Michigan. My parents would take us there a couple of weeks each summer when Detroit was at its muggiest. We lived in the city surrounded by hot asphalt and cement. Every year the local paper had a story of someone frying an egg on the street. I wouldn't suggest preparing your omelet like that as a matter of course, but it was hot enough in August to do so if you were so inclined.

The two weeks in the cool breezes upstate were a special treat. The verdant forest and shimmering waters of Higgins Lake were worlds away from the heat of the city. We'd start the trip by hopping into our 1950 Ford and reciting, "Are we there yet?" until our parents went crazy. Without my prompting, my children have acquired the knack of doing the same trick. Some well-worn traditions never change.

Jon and I shared a room facing the lake. After devouring a monstrous breakfast of maple syrup soaked flapjacks, scrambled eggs (none of which had been fried on the street), mouth watering sausage and crispy bacon, we'd run down to the lake shore. Our daily routine was to catch minnows in our nets and go fishing with Dad. We rowed out to where the depth was 25 to 30 feet and drop our hooks. We'd sit for hours looking down through the crystal clear water at the perch playing with our bait beneath our boat. We had an understanding with the fish. The fish would bite our hooks and let us reel them in. In exchange, we'd let them have our bait and we'd release them so they could do it again. None of us ever got tired of the game. Not Jon, not me, not Dad, not even the fish.

After fishing, we'd row back to shore to do other things. Inevitably Jon and I would each find our way back to the rowboats. These were sturdy craft, all aluminum Grumman's. We always walked away with gray aluminum oxide stained swim trunks. The seats were fixed and always warm with the day's sun. They were the most beautiful, seaworthy vessels we'd ever seen.

We never tired of playing in the rowboats. We had rowing races. We pretended we were pirates, each trying to ram the other. We played tag. We rowed in circles clockwise, then counter clockwise, and did figure eights. We'd swivel like tops, rowing our oars in opposite directions. When we got bored of one game, we'd play another. We never tired of making the boats dance with our oars.

As we grew older summer jobs, dating and school seemed more exciting than Higgins Lake. I made enough the first summer to buy a guitar. It was the '60s and it seemed like a good idea at the time. With college, working meant meeting tuition payments. All too soon my brother moved out to Los Angeles and I to

Learning to Row From Higgins Lake to Little Neck

By Ken Ong

New York. Our folks retired just north of San Francisco. I got married, had children of my own, and worked to pay the mortgage. Rowing on Higgins Lake became nothing but a pleasant memory.

At the tender age of 39, I got the sailing bug and we moved to Douglaston, a community near New York City on the south shore of Long Island Sound off Little Neck Bay.

As much as I love sailing, it is not considered an aerobic sport. Even hiking flat out in my sailing dinghy, sailing is not the kind of activity you think of to produce cardiovascular fitness. Peace of mind, a soaring spirit, yes. Calories burned, no. We've all seen more than one sailor with too much ballast onboard for their own good.

The kids and I have our own weather gauge called the "jog-o-meter" (patent pending). We look out the window and count how many people jog by per minute on the road near the shore. If we see a number greater than five, the weather's pretty good. If the "jog-o-meter" is less than five, it's probably not worth sticking our heads out the door. Incidentally, we count walkers, wheelchairs, roller bladders and even runners. Motorcycles and ice cream trucks don't count, although we've had some disagreement about the latter.

Now, I have tried to contribute my share to the "jog-o-meter." I've tried running, jogging, and walking, all in the interest of cardiovascular fitness. It all seems like too much work. I researched the options and found one on-water sport is a meaningful form of aerobic exercise, rowing. This was an incredible discovery. Spending time on the water messing about in a boat can actually be good for your health. Sculling not only uses both the upper and lower body but is forgiving on the knees.

For a year I scoured the classifieds for a used Alden Ocean Single, a popular recreational scull. I finally purchased a 1985 model in excellent condition. According to the gentleman who sold me the boat, it had only been on the water once. It was capsized on its maiden voyage and never rowed again. It's a beauty with blue deck red hull and white rub rail. On a windless morning it seems to fly across the water. If there's wind and chop, the bow climbs the wave crests without complaint.

Many non-rowers find the narrow beam intimidating. However, when both oars are extended perpendicular to the boat, the beam is actually 18 feet. With the wooden oars it's almost as if I had a trimaran with two amas. If a particularly nasty powerboat wake overtakes me, I just stick the oars under my arm pits and grab the coaming. I couldn't feel safer.

The first month I rowed I concentrated on form, not speed. As per the books, I started out by breaking down the stroke into two, the drive and the recovery. There seemed to be so many little details to pay attention to. The blades were vertical when in the water on the drive but horizontal out of the water on recovery. At the beginning of the drive the left hand is over the right, at least here in the Colonies.

The legs extend before the arms flex on the drive, but the arms extend before the legs flex on the recovery. The hands on the drive should be no higher than the bottom of the rib cage or you might "catch a crab." If the hands are too low, you might "sky," missing the stroke entirely. Getting the scull in the water, rigging it and getting in the boat were nothing compared to the seemingly arcane mantra of rowing on a sliding seat. In reality, it all sounds much more complicated than it actually is. The practice is more easily accomplished than the theory.

After a few weeks the stroke became second nature. I no longer thought of it as the drive and the recovery but just a single, graceful motion. I rowed out to Fort Totten or Kings Point at the end of Little Neck Bay. At first I timed myself and took my pulse. Just had to make sure I got the recommended minimum of 30 minutes at 60%-80% of my estimated maximum heart rate for my age, gender and body build. It didn't take long for me stop monitoring myself. I was just plain having too much fun to worry if I met the aerobically correct thresholds, which by any calculation I was anyway.

So far, I've only had three mishaps. I bumped into the mid channel buoy once when I forgot to look around halfway up the bay. I didn't hole the boat, but it made a resounding "thump" which echoed from Bayside to Udall's Cove. One of the few drawbacks to rowing is that you get a real good view of where you've been but not a very good view of where you're going. Some have said that's a fair metaphor for life too.

The next faux pas was a capsized near the dock. This also resulted from not looking where I was going. I turned in time to see that one of my oars was going to hit the dock, so I retracted the oar and went immediately over. I bailed my boat in just ten minutes, which my small audience of onlookers found entertaining. I was more wet than embarrassed, but not by much.

The last accident happened when I wasn't in the scull. I'd failed to tie down my boat on the boat rack before one of last season's seemingly endless number of storms. It flew off the rack and broke the rub rail. All three incidents were due to human error and not the fault of the boat itself. Boats are never wrong, but people often are.

I've offered a free introductory row to dozens of neighbors but only one, Bill Weinert, has been sufficiently foolhardy to accept. Bill took to it like a duck takes to water. He later got a scull and rows, too. Weather permitting, we both row one to three times a week. That's got to count some how on the old "jog-o-meter."

During last winter I got a Concept II rowing machine to keep me in shape in the off season. I hook up the heart rate monitor and count the minutes as I row, never doing more than the required minimum. I can measure calories burned, strokes per minute or how long it would take to row 500 or 2,500 meters. I never get wet or have to carry the thing through the mud at low tide. It's never capsized or hit the mid channel buoy. Though I'd rather be on the water, it certainly does the job in the off season without any of the fuss. It even comes close to the real thing if I pretend I'm back on Higgins Lake with my brother rowing those wonderful aluminum tubs.

Riverfront's River Driving Bateau

By Dave Gilroy

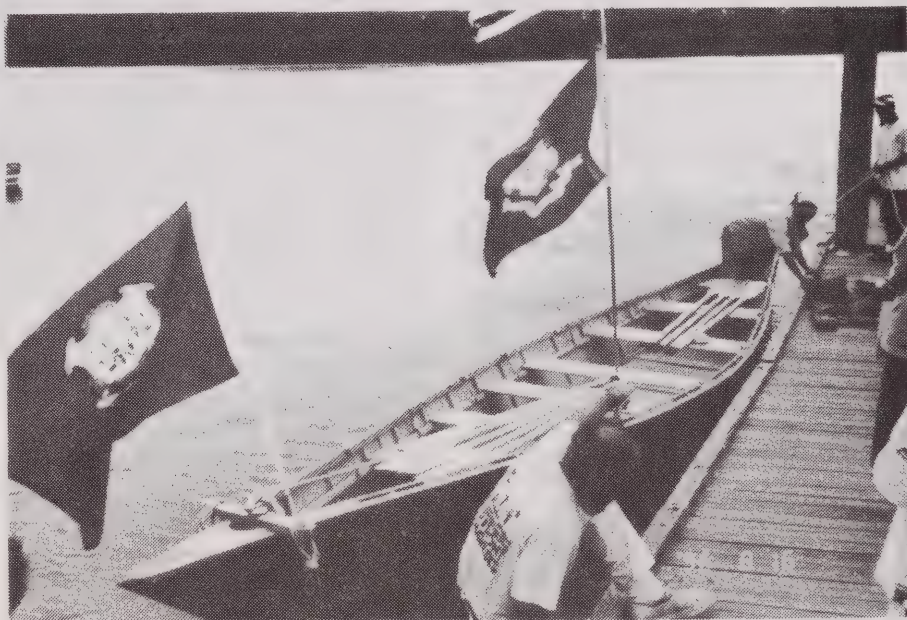
This past summer's boatbuilding program at Hartford's Riverfront Recapture (Connecticut) produced a beautiful 32' river driving bateau. With twelve kids pulling on the oars and a coxswain steering with a sweep it flies up and down the Connecticut River, which we think can be overheard saying, "Whoa, haven't seen one of those on me in a while!" They were used once for lumber drives and carrying freight. Now they're good for teaching boatbuilding and rowing in unison.

My assistant running this program this summer was Andres Bermudez, a somewhat irreverent theology student from Somerville, Massachusetts, who learned boatbuilding at the Carpenter's Boatshop in Pemaquid, Maine. What a relief to have at least one person around who actually knew how to build boats. He's promised to come back next year to run the program, which is a good thing because I am feeling the need to back off at least one step and participate on a part time basis. Andres would like to eventually begin a youth boatbuilding program in Boston. He's a natural for it, given his enthusiasm for wooden boats and his rapport with kids.

Ned Flanagan, a former Riverfront Recapture boatbuilding instructor, and now a teacher at the Sound School in New Haven, drew up the lines plan. We started with the lines in John Gardner's *Dory Book* and Ned transformed them into a plan that used an astonishingly small amount of marine plywood, and to my eye had a much more beautiful shape.

The kids were, once again, great to work with. It was reaffirmation for me about how inner city kids are not by definition bad news. They worked hard and well together, turning out a beautiful boat in less than the six weeks we had scheduled for the project. We spent the leftover time repairing the rest of the fleet.

My experience with this Riverfront Recapture program over the past couple of years has convinced me that these kinds of programs, which involve setting very high expectations and require us to be involved to help the kids meet these expectations, are good things.



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HARBOR IMAGES

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I guess it was sometime during the year of 1956-57 that I happened to pick up a copy of *Rudder* magazine, a circulation now long buried in the magazine dust of time. In this issue was a complete set of plans for the Al Mason 20'3" LOA sloop, design name Caranita, hard chine, plywood construction which made use of a Star keel and Lightning sails. The little boat had reverse sheer to give standing room in the cabin. However, even as a 20-footer she had twin bunks, a head and a small galley. In passing, that little boat at one time was a class boat in some of the Long Island Yacht Clubs, and a very nice choice it was as she was a great sailer.

After casting around, I happened to find the Caven Point Yacht Club which would rent me space in one of their barges. This yacht club was in New York Harbor, on the New Jersey shore, and directly west of the south face of Ellis Island. Over a beer with the two individuals who owned the barges, the arrangements were made. I rented space at the outer end of one barge and began moving in lumber, the previously made oak frames and the rudder, which had been laminated from African mahogany. All this had been gathering dust in my brother's garage for a short period, waiting to find a place to build.

Now I could build. Previous to this, the only building I had done was on houses and bridge construction in Pennsylvania, my home, with my grandfather Stewart Walter and third cousin Charley Happle. This was something new. There are no square corners in or on a boat, everything has an angle or a curve, an awful lot of compound curves and no nails, just screws. I could almost buy a keg of 10 penny nails just for the cost of a couple of gross of bronze wood screws.

I guess it took me about two-and-a-half years of part-time work to build this little craft. I sailed it, without an engine, around the harbor and took it down to Sandy Hook or Great Kills Harbor on Staten Island daysailing for another two-and-a-half years. That little boat was a great teacher. Being an ex-farmer and Pennsylvania hillbilly, I had absolutely no experience in sailing. The closest I had ever been to deep water was rowing a boat in the pond down behind the house fishing for blue gills and bass.

The boat was finished and secured to the The Caranita design sloop I built while also helping Steve on his Atkin ketch.



One Built, One Lost

By Capt. Bill Kirk

mooring, and I would row out every evening, raise the sails, look them over and take them down. I didn't have enough nerve to cast off and sail. It took me almost a month before I finally got up enough nerve to cast off the mooring line and try to sail the boat. To my surprise, all of that reading paid off. I could sail!

WHOOPEE, I COULD SAIL! And sail I did.

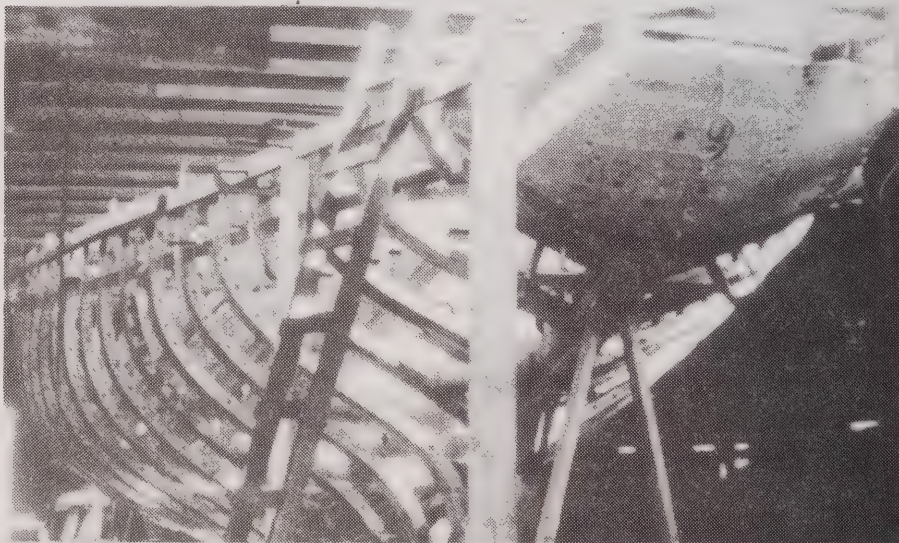
I finally sold the boat to a fellow from Newark, New Jersey, so I could start a fund for house buying. I've got to admit, I did shed a couple of tears when he sailed the boat away from the Caven Point Yacht Club dock and I honestly do believe that I had more fun in that little boat then I did in my 33' ketch in later years, even though I did put about 15,000 miles under the keel of the ketch.

During the time that I was putting mine together, I happened to meet a fellow named Steve Kevalowski (I believe that is the spelling) who was building in the next barge. His happened to be a Bill Atkin Ketch, counter stern, 41 feet on the hull. The bowsprit would have added another five or six feet. I was a toolmaker at the time and had gotten permission from my boss to stay late some days to cut the rod, chamfer the ends and thread both ends, about 10 gross.

Steve really put me to work after that, cutting and threading the keel bolts, making bung cutters and cutting the bungs from 3/8" diameter to 1-1/4" diameter. At work I ate my lunch on the fly while cutting bungs for that boat out of the scrap 1-1/2" thick long leaf yellow pine used in the planking and keel member, and the Honduras mahogany which was to go into the cabin sides.

After my little boat was launched, I would spend every spare moment helping Steve with his project, doing the many chores necessary to help keep things going. One week I came down in the morning to the barge to fire up the steam box to boil, soak and make the 2'x5' oak transom planks ready to bend to the form that we had drifted to the barge deck; other times to seat some bungs and shave them off,

Steve's Atkin ketch in early framing stage, black dots on frames (if visible when printed) are some of the many bronze bolts I made at my job.



sweep up the accumulation of the previous days scrap, do a bit of plank caulking, lay out the clamps, wedges, strongbacks or whatnot to put in the next plank or maybe to spile the next plank going in.

Things went along fairly well with the framing and the planking until one day when Steve's wife and granddaughter were there sitting on the weather deck of the barge. Virginia walked inside to make use of the head. When she came back outside, Ginny, the granddaughter was gone. Ginny had decided to hide and had edged out along the catwalk of the barge, about a 10" sill, fell overboard and drowned. That was a very sad time for everybody in the Caven Point Yacht Club, as we had never had an accident on any of the four barges used by the club.

Steve took almost a year sabbatical after that happening and Virginia, his wife, never again visited the boat building.

Steve began building his Atkin Ketch in 1958. While he and I were building and having some of our many conversations, we made plans to make the maiden voyage to the Onion Patch (Bermuda) the year following the launching of his boat. In my zeal for this adventure, I had purchased the necessary offshore charts and a chart of Bermuda and had them hanging over the work bench. We did spend many a pleasant moment looking and planning. Alas, little did we know.

About six months before the boat was to be launched, a short circuit in the electrical system caused a fire to break out in the adjacent barge and it destroyed everything in sight, Steve's boat included. Nothing was left but the charred stem, keel and horn timber. The 8,000 pound lead ballast had melted and flowed overboard. The brand new engine was nothing but a charred mass of twisted aluminum and iron. There was no insurance on the boat. A complete loss of 15 years of love's labor. Another very sad moment in this man's life.

The day after the fire destroyed his boat, Steve came down to the Club. As he stood there looking at the charred remains of his labors, he seemed to age a hundred years.

After that, Steve retired from his position as a typesetter and moved in with his brother in Long Island. I never saw Steve again.



By David Dean

I have been encouraged to see readers writing in to mention the PBS show which I produce called "The Boat Shop." Let me share with you and everyone else the path which led me here.

I have been messin' about with boats since building a Penguin with my father at age 10. It was one of those memorable successes that every young person would hope to have in their lives. As I grew up, I kept fiddlin' with watercraft of all kinds; from a "raft" made of waterlogged fence posts and hardware cloth (which I sent my brother out in as a guinea pig) to an Atkins "Fore'n Aft," which was one of the last building projects undertaken at the now defunct West Bay Boat Works in Traverse City, Michigan. I was working there as shop and yard foreman at the time and learned a great deal about the boat business in general, as well as a tremendous amount of practical, common sense knowledge peripheral to boatbuilding and repairs of all sorts.

It was this common sense application of knowledge to nautical problem-solving that really intrigued me. It's also what I find most appealing about *MAIB*! While there are many common assumptions one would make about boatbuilding (like keeping the water on the outside), how you achieve this is an opportunity for endless experimentation and development. I feel that *MAIB* is one of the few "clearinghouses" for ideas and problem-solving in this field. Following Bolger's thought processes or watching the many individual builders who find a forum on your pages is a real inspiration.

After surviving a life threatening illness which halted my boat building career temporarily, I worked as an investigator for a number of local attorneys and eventually got in-

involved in video evidentiary filming. One day I got a phone call from a fellow named Jay Gierkey, who was producing a show called "The Michigan Boater." Jay was interested in bringing a little more "how-to" material to his show. I jumped aboard and we spent a couple of years collaborating on this effort. Despite brilliant videography and many hours of hard work, "The Michigan Boater" slipped beneath the waves of the PBS pond, a victim of the downturn in the boating market (read luxury tax) and an inability to shake the "regional show" curse (read not enough television households). We abandoned ship, but not without noting that there was a definite interest out there in more "how-to" projects involving boats. People clearly wanted to see more "do-it-yourself" material about all aspects of boating.

With this in mind, I gathered the remnants of the old "Michigan Boater," stored them in my granary building here on the farm and set about building a proper boat shop in the barn. It was a stretch financially (nobody told me to go get \$1 million first), but the farm had increased in value and interest rates were at an all time low. With fresh mortgage in hand, I spent that spring, summer and fall building the shop, putting footage of interesting watercraft in the can and plotting strategy for a return to PBS. This time we would primarily emphasize boatbuilding, but still show lots of unusual boats on the water and an occasional boat show or visits to other shops as well.

What I had hoped for was to see the show generate enough interest to jump across Lake Michigan into Wisconsin and eventually to "bleed" into Minneapolis-St. Paul and Chicago. That would give us a solid presence here in the Great Lakes and the ability to attract

sponsors to one of the largest boating markets in the country. What happened next was beyond our greatest expectations.

Instead of heading west, the show went east, to Springfield, Massachusetts first then south to the New Jersey Network, Atlanta, Miami, New Orleans and finally west to Houston, Colorado, California, Washington and Oregon. By the time the dust had settled, we had viewers on almost 50 stations in 31 states and a coast-to-coast audience in Canada on Can-Com Cable. We now estimate we are seen by about 1 million viewers weekly in the United States and Canada! Additionally, the cable exposure has been tremendous.

In our first season we build Platt Monfort's Geodesic Airolite® canoe Nimrod, the Six Hour Canoe designed by WoodenBoat's® senior editor Mike O'Brien and Phil Bolger's Nymph from Dynamite Payson. In the second 13 shows we tackled a 20-foot Simmons Sea Skiff from one of the last kits put together by Nelson Silva, added a sailing rig to Nymph, restored an older dory and built a number of other shop amenities like useful sawhorses. Woven into this framework were visits to other shops and several antique and classic boat shows like the show held every year in Hessel, Michigan. It seems to be a good mix. There's never enough detail for the novice but always too much for the experienced woodworker. We try to use materials and tools available to anyone with an interest. I love old hand tools but still find lots of use for modern tools and technology. I like the old hot-rod adage "survival of the fittest." If it works, why not?

If there is any central theme to the show, it would have to be Pete Culler's line "experience starts when you begin." Boating should be a joy for everyone. Certainly *Messing About In Boats* and your readers feel this way, and I continue to be encouraged by the endless ideas and enthusiasm evident in these pages. Thanks.

On a more practical note, and with a good deal of shameless self promotion, I would encourage anyone interested in seeing "The Boat Shop" to call their local PBS broadcaster and request that they air the program. We will begin uplinking the 1997 season of shows (26) to the satellite about January 1, 1997. All PBS station may carry the show at no charge. Anyone needing more information may contact me at: The Boat Shop, P.O. Box 66, Suttons Bay, Michigan 49682, e-mail boatshop@centuryinter.net

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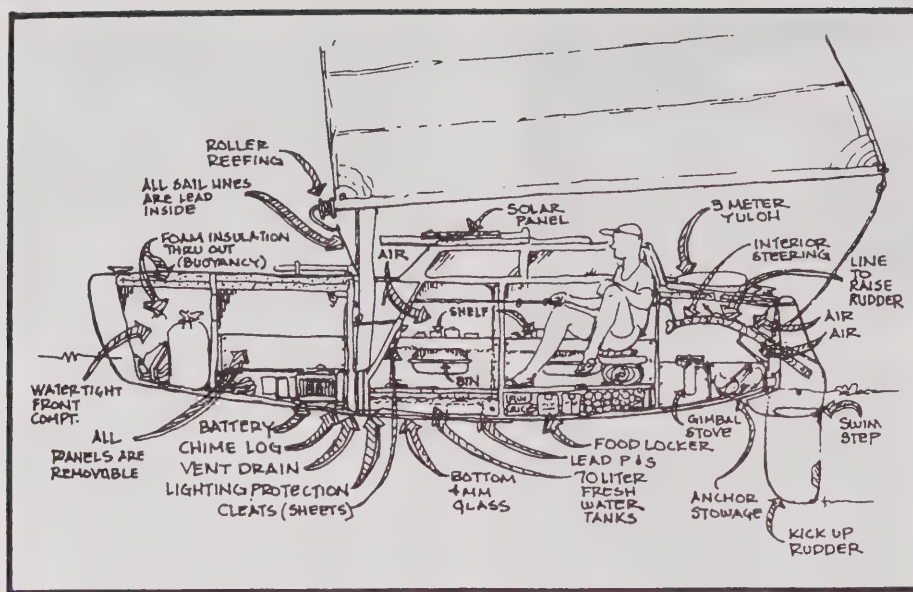
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Leading the Blade: The rudder blade was discussed in it's construction section in an earlier issue. The lead installed at the rear of the blade keeps the blade down in the water, it is needed as the pivot bolt is designed to be slightly loose at all times, permitting the blade to be raised easily by the hauling line. The force of the lead weight has to be greater than the buoyancy of the blade to keep it in its correct position.

Cut the pocket in the blade. Drill the proper size clearance holes into the meaty areas of the blade for the screws; they will hold the lead to the blade.

It's best to give a brief outline of the steps before giving a detailed one. The lead will be melted, poured into the pocket, allowed to cool and than faired flush with the blade surface. Its easily done and should require little time.

The two most important details for a successful job are (1) The lower surface must be seal tight. (2) The upper surface must be level.

Nail a 3/4"x 3/4" inch piece of lumber to the edge of a 1/2" piece of plywood, clamp piece in place under the pocket, for the bottom of the ply should have a solid support under it. Place a heavy weight on top of the blade, so it presses down on the ply (see photo).



Several boat books suggest using waterglass to prevent scorching of the wood. You can safely cast without it, as you can see from the photo. If you do get a pit where it scorched bad enough,

Building Paradox Part 8

By Don Elliott

simply grind it out with the Dremel and fill with epoxy.

With the top of the pocket level, pour the molten lead slowly until it's just above level, no more or it'll run all over the board.

Some books tell you to use a plane to remove lead, that's nonsense. There's no way you should abuse your plane blade that way. Take a coarse file (with teeth about 1/16" high) and file down close to the surface. Use the big grinder with a 16 grit disc, grind smooth, constantly checking the surface with a batten for fairness. Remove all the clamps, clean-up and epoxy putty where necessary.

Photos and Illustrations: This is not an instruction but more of an explanation. You have probably noticed that there are far more illustrations than photographs.

Over two hundred photos were taken at every step of *Paradox's* construction. You see far more illustrations than photos because they allow me a great deal of flexibility in choosing my point of view, adding notes, pointing out things that would be impossible to see in a photo. The illustrations are made in a few minutes and cost less and are more convenient.

Although photographs are wonderful, and in some cases works of art, their inability at times to convey the needed information limits their use. Later in the construction stages when a great number of parts are involved, photographs will then appear in greater number.

Applying Putty: In mythology there was a king named Sisyphus who had angered the Gods and was to be punished. His punishment was to try to perform a specific task and upon completion of that task, he was required to repeat that same task again, forever, without end. Puttying can be much like that. If you're the type of

person who has trouble going back to a job that should have been done and you find it still unfinished you surely will be frustrated by puttying. Trying to fill that hole that can never be filled after repeated tries will unhinge you for sure.

Puttying definitely needs an attitude. Without it you're a dead duck, you must adopt the right frame of mind to start with. You putty that hole and believe when you return that only a final sanding will be required and you're done. I wouldn't get my hopes up if I were you! Keep a cool head and say to yourself, "I know I'll probably have to putty this two or three times before I get it right," and you'll be better off. Start with the right attitude.

This instruction provides enough information to putty in one operation with complete success. But just in case still hang on to that attitude.

Your best bet is to take advantage of lessons learned from our mason and plastering friends and use a pallette when puttying, always! They have used this device since early civilizations, use this proven tool while puttying.

Make a pallette of thin plywood, make it with a handle that enables you to tip and rotate the board. It should be large enough to hold 3 ounces of epoxy that has been mixed with filler. Give the working surface two coats of epoxy, picking up the putty is easier on a smooth surface and it allows easier cleaning of the pallet surface when you've finished puttying. The pallette has an additional advantage, if the putty is spread flat over the pallette it extends the gel time by increasing the surface area, allowing cooling of the epoxy.

The metal putty knife with a good bevel edge is the best and most used tool in puttying. We will add a modified version. Only one other tool should be necessary for applying putty, that's an acid brush.

If you were to look at a good putty job it would appear as if it had already been made smooth, it wouldn't have gobs here and there or have ridges left by the putty knife, or pits in the newly puttied holes that need further puttying. If your puttying has all these characteristics, then you need to read the following instructions.

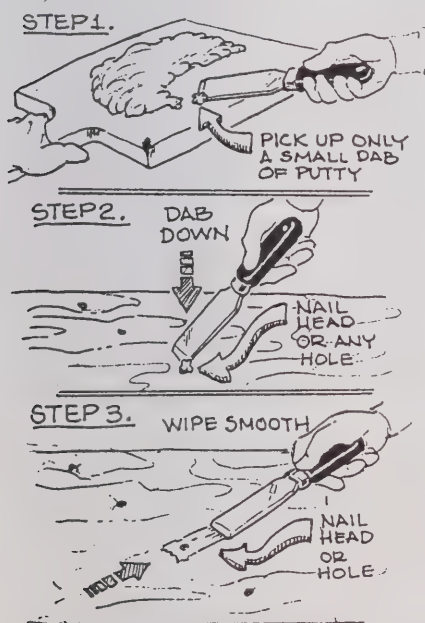
The hole to be filled should be free of dust and grit. The area surrounding the hole has to be smooth and free of chips or uneven surfaces. Nail heads must be at least a fingernail thickness below the surface, not just flush or slightly below. The putty knife's width should be four to five times larger than the hole, no bigger.

The general idea is to get the right amount of putty correctly onto the hole. The puttying actually only takes only a few seconds, but everything leading up to it should be right.

The best choice for fillers for sandable putties, are Microlight (West 410), Low-Density Filler (West 407) and Microballoons, followed by Cab-O-Sil to prevent the mix from running or sagging. To make my favorite mix, after the epoxy is stirred completely, you add a lot of Microlight, you don't have to measure it, but just pour some into the epoxy, stir well,

add more, until you're happy with it. Then add Cab-O- Sil. When you lift the stir stick and the putty clings to the stick, then the mix is right. Transfer the putty from the cup to the clean palette, spread it out flat on the palette. You are now ready to putty.

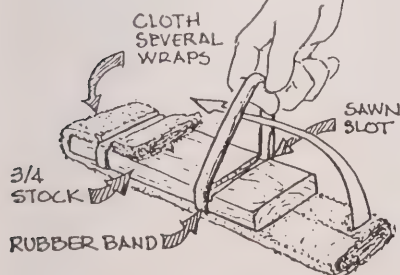
The amount of putty you put over the hole should be just enough to fill that hole. Nothing more. A great gob of putty to fill a small hole will surely make a mess. Pick up a small gob of putty with the outside edge of the putty knife, dab it on top of the hole (don't wipe it on). Turn the knife to its flat and smooth the putty flat. First with the putty knife, then with the wiping tool, pick up the thin epoxy residue left around the hole. It should look as if nothing had been done there, except now there's putty in the hole (see illustration).



Important: Never return the putty knife to the surface unless it's clean. If there are traces of putty left on the knife and you continue work with it there, it will either scrape what you've just finished or add streaks. Clean by spraying the knife with vinegar and wipe it clean with a cloth (or the wiping board) before returning it to the surface. Do this every time you pick up putty on the knife.

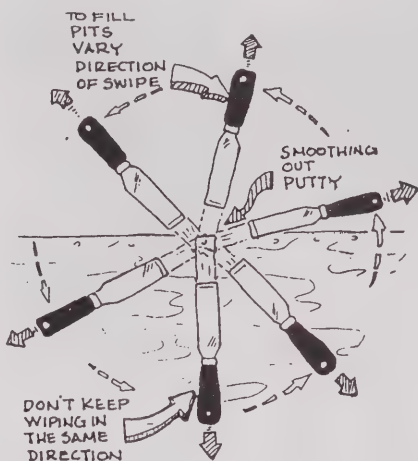
You can easily make the wiping cloth board, if it's more convenient and easy to use than a rag. Keep it damp with vinegar. It only takes seconds to wipe the knife clean (see illustration).

NOTE: SOAK CLOTH IN VINEGAR



Two things can go wrong: (1) A pit forms in the putty; (2) Putty flows off the outside edges of the putty knife leaving ridges of putty.

To correct item (1): Reapply a small dab of epoxy, this time with the putty knife smooth from a different direction or many directions. Don't waste a lot of time with this, just move on. Mark it up to one you will have to return to (see illustration).



To correct item (2): It just requires clean up. With the bevel edge up, scoop up the epoxy, wipe the blade clean scoop up the rest. With the tool illustrated in the previous issue, under the section, "Liquid Magic" wipe up thin, epoxy residue. This operation can be done after all your puttying is done.

Long cracks or splits in the plywood require a totally different approach. Working lengthwise, fill the opening with putty. Now, turn the knife so it's flat and straddles the split. With the modified putty knife run it down the length of the split. With a standard, beveled putty knife pick up edge residue (see illustration). The modified putty knife has a slight concavity ground into its edge to cause the putty to mound over the crack.

Large flat surfaces require a large putty knife but the method remains the same. Curved surfaces need a different approach entirely. Do not apply pressure to the knife edge. Actually lightly mold the putty on top of the surface. Putties on a curved surface require more sanding and more return puttying than flat surfaces.

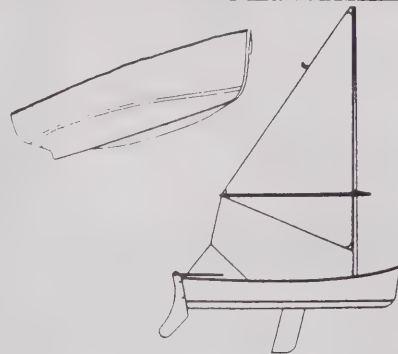
Sanding small putty areas can be done with a hand palm sander. Large flats can be sanded with sandpaper on a long 2"x 4". Large curved surfaces require a flexible piece of plywood that is stiff enough to resist heavy pressure but still bends to the curve.

I avoid using power tools while doing small putty jobs until it's time to fair off large areas. Then it's best to use a disc grinder with a foam pad or an electric palm sander.

If you've followed the puttying instructions and perfected them there should only be minor sanding left to do. That sanding should only amount to a few, light strokes.

The next installment, "Building Paradox - Part 9" will cover "Fabulous Fillets" and "Tank Top".

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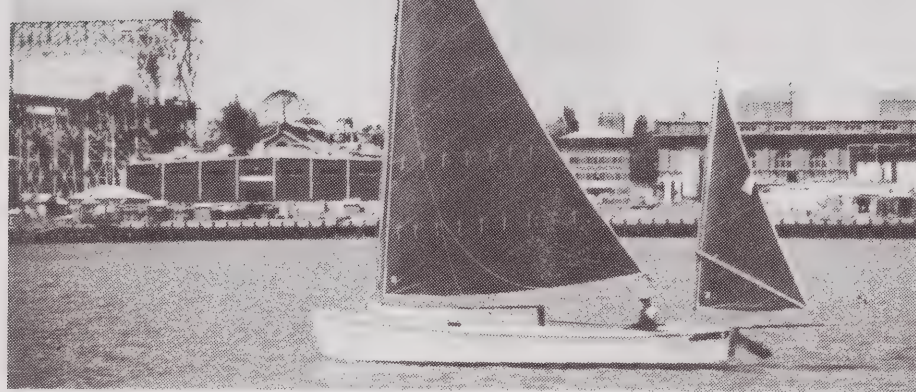


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Bolger on Design

Skillygalee



Length overall: 29 feet
Breadth: 7 feet
Draft: 1 foot 6 inches/5 feet 3 inches
Designed displacement: 5,000 pounds
Ballast: 1,000 pounds (inside lead)
Sail area: 364 square feet
Owner and builder: Thomas A. Fulk, Concord, California

Skillygalee is the most recent descendant of my sharpie, *Pointer*, built at Essex in 1960. I kept her 11 years, the longest time I've ever had the same boat, and she was poked into most of the holes in the coast between Nantucket and Vinalhaven. She wasn't a good design, being horribly tender among other problems, but she was suggestive. She could sail when she wanted to. I did a little triangular-course racing in an arbitrary-handicap nagerie class and beat a Pearson Triton (competently sailed but without a spinnaker) boat-for-boat four times running, making up more on the reaches and runs than I lost on the beats. One glorious Sunday with guests on board (I usually sailed singlehanded), we beat an incompetently handled Yankee One-Design, boat-for-boat.

I've spent nights in *Pointer* in places like the Eastham Arm of Nauset Inlet, where I don't recommend taking anything but a sharpie, and Hatch's Harbor, the tidal outlet of the marsh back of Provincetown, where I don't even recommend taking a sharpie after trying it once. I'll bet *Pointer* was the last cruising boat ever to go in there and get out again on her own.

Mr. Fulk came to me because he'd made a sailing model of *Burgundy* and been impressed with its liveliness. He wanted a beaching cruiser to use for a while on San Francisco Bay and then trail to Lake Michigan, where he knew a paradise of islands and ledges he reckoned life wouldn't be long enough to exhaust. The name, he tells me, is a corruption of *Ile aux Galets*, used by the local boatmen for the area in question. There used to be a vessel here in Gloucester named *Skilligolee*,

which I was told was an old slang word for a swordfish. No derivation was offered and Fulk's explanation is more plausible.

He was thinking of something like the Chapelle *Egret* design. He had never seen one, but I had. It's a wonderfully handsome boat but with all *Pointer's* weaknesses plus a centerboard that makes her cabin uninhabitable. I wrote that my *Black Skimmer* sharpie could and did sail rings around her, blow high, blow low. *Black Skimmer* is a 25-footer with leeboards, a false clipper bow and her mizzen stepped off-center, none of which features pleased Mr. Fulk's eye.

He's an experienced boat carpenter and my first thought was that he ought to build a more refined shape than the sharpie. He agreed, though he commented that he wanted to be able to finish the boat before he died of old age. (That's not necessarily hyperbole, six doors up the street from where I'm writing a man started to build an Alden sloop about 1928. He died about 1940 and his son kept on working on her. About 1975 he died and his daughter sold the unfinished hull to somebody across town. Well-seasoned timber...) At any rate, when I took a good look at it, I concluded that since she had to have a high, flat bow overhang for beaching, the gains by complicating the shape weren't worth the trouble. So we reverted to the sharpie.

Skillygalee is a lengthened *Black Skimmer*. The stretch allows an inboard rudder with centerline mizzenmast and a centerline engine that can be shrouded somewhat to be less obtrusive than most outboards. The owner would have had an inboard well if I'd given him any

encouragement, but you really have to insist to get me to design a well. The damned things have all the drawbacks of inboard engines, some drawbacks all their own and none of the advantages.

He did take to the off-center centerboard (off-centerboard? Why not?) and we passed sketches back and forth, trading access to the stowage behind it against space in the cabin proper. Once it was far enough over to clear a centerline hatch, I was content to let him decide. A fleet of single-leeboard boats has taught me that boats take no notice of that kind of asymmetry.

He vetoed the laced luffs I usually show for sails, the obvious poor aerodynamics of the tracked luffs bothers me but I'm inhibited from arguing too hard by the fact that the laced ones don't seem to be any better, even to my biased observation. Hence my interest in luggers.

The glued-strip cross-planking is quicker and cheaper to build and will stand grinding on rough beaches better than the double or triple plywood that's the other obvious choice. It's apt to leak, which is not needed at all in a boat with no bilge to speak of, and there's the unpleasant possibility that it will squeeze itself off the chine amidships by swelling hard. By using soft, damp cedar with the annual rings laid the right way, and by taking pains with the glue and the chine fastenings, we hope to get the advantages and avoid the troubles.

The "instant boat" assembly is similar to a dozen others I've done, scores if you count small, open boats. It's modified to avoid having to cut-and-try the centerboard case and footwell sides, I hope not over-cleverly. The traditional New Haven sharpies shown in Howard Chapelle's books were designed to be built in series with a lot of production tooling, something 19th-century builders knew more about than they are usually given credit for.

Built one-off in a shop that's not used to them, they're apt to be disarmingly expensive. The one-off prefabrication method shown here goes much faster, with a really substantial saving over a boat of more complex shape, always provided that neither I nor the builder makes the wrong kind of mistake. For the suspicious-minded, I've provided a complete, redundant set of offsets with which she can be laid down and the projections reworked at full scale.

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Commitment is the most important ingredient when you decide to build a fairly large boat. If you run out before you finish, you will forever have a pile of lumber and a nagging problem. One thing is certain about the construction of a large boat, the commitment of time, energy and money is always larger than anticipated.

So just how much commitment, time, and money is needed to build a boat? I found out when I asked Phil Bolger to design a 29-foot sharpie and then proceeded to build her.

The sharpie *Skillygalee* evolved in my daydreams, finally taking definite form in August 1981. At that time, some retrospective thinking convinced me that the time was right to design and build the boat I'd been thinking of for years. Life was passing on and some opportunities would be lost forever if not clutched eagerly and used. It was easy to convince myself that I had worked hard and had earned the opportunity to build the boat. In fact, an acute awareness of life's daily pressures even convinced me that building the real boat of my fantasies was a necessity, a way to strike back and enhance my state of mental health. I mention these rationalizations in some detail because they might be useful to some other dreamer. After all, you only pass by once. In a pinch any convenient argument will do. A good underlying rationalization is needed to establish and maintain commitment, too.

In an October 6, 1981 letter to Bolger I listed my design criteria, which were summarized as follows: "The above suggests a boat of about 28 feet in length, draft not over two feet and beam not over seven feet. A cat ketch or cat yawl rig on unstayed masts, sail on track with good reefing gear. A transom mounted outboard of 6hp to 10hp. Construction of plywood with flat bottom or round with edge nailed and glued strips. Experience with lamination suggests laminated stems, knees and glued frames instead of bulkheads to open up the interior. Centerboard, and well-placed and concentrated inside lead ballast."

The result was design number 416 which is described in Chapter 13 of his book, *30 Odd Boats*. *Skillygalee* is a lengthened version of *Black Skimmer*, a very successful previous sharpie design. *Skillygalee* is 29 feet overall, has a beam of 7 feet, draft of 18 inches board up/63 inches board down, ballast of 1,000 pounds, displacement of 5000 pounds and a sail area of 364 feet. She is rigged as a cat yawl.

Construction was sheet plywood over bulkheads with prefabricated sides and components assembled "instant boat" fashion. The only unusual features of her construction were the off-centerboard and the bottom, which was nailed and glued strip plank laid athwartship. Chines were inside as were the transom and other framing.

A decision was made in the beginning to use only the best of materials, to achieve the very best finish possible and to complete the boat in every detail before launching. These decisions were implemented and she has been called the "Silk Purse Sharpie." She is one fine boat which sails well, cruises in comfort and looks very good.

The decision to complete the boat in every detail before launching was a good one. Many boats are launched incomplete, with the owner deciding on sailing instead of boat building before the interior or some other por-

The Sharpie *Skillygalee*

By Tom Fulk



tion of construction is completed. Many of these boats are never finished. If you don't have time or money to complete her before launching, odds are you never will since maintaining what you have will always take priority. *Skillygalee* was complete in every detail before launching, so I have a good estimate of how long her construction took.

During construction I kept a log and diligently entered each day's activities and how much time was used on each item of construction. I also kept a photographic record and a cost record. My notes for August 7, 1982 reflect relief in completing the hull turnover satisfactorily and the pleasure of my helper-friends companionship during the party which followed. It took five minutes to turn the hull and two hours to clean up after the party. Another noteworthy date was June 20, 1983, my birthday and Fathers Day, when my family presented me with a marine clock for the cabin bulkhead.

Skillygalee required 1488 hours total construction time during the period of January 23, 1982 to August 28, 1983 as follows:

| Construction Category | Hours |
|---|-------|
| Planning and estimating | 21 |
| Purchasing | 81 |
| Patterns, jigs, templates, lofting, setup | 22 |
| Hull construction | 752 |
| Hull finishing | 118 |
| Interior, joinerwork, gratings | 87 |
| Fittings, trim, and electrical | 135 |
| Spar building and finishing | 199 |
| Turning, lifting, and hauling | 25 |
| Shop and tool maintenance | 13 |
| Total hours | 1488 |

Cost records were set up and maintained according to conventional practice for small businesses. Since these were 1983 prices, they would have little relevance today except to show the proportions. However, motor prices have exactly doubled since 1981, so I expect today's prices would be about double the following:

| Category | Cost, 1983 \$ |
|-------------------------------------|---------------|
| Hull | 3671 |
| Spars, sails, rigging | 2461 |
| Blocking, jigs, templates | 99 |
| Finishing | 1319 |
| Hardware and fastenings | 1100 |
| Electrical | 167 |
| Teak trim | 253 |
| Tools, tool repair, and maintenance | 390 |
| Travel | 745 |
| Equipment | 3001 |
| Design fee | 700 |
| Total dollars, 1983 | 13,910 |

After launching, some tuning was required. I added 200 pounds of inside trimming ballast and restowed the ground tackle. This trimmed the boat level to the water line with two persons in the cockpit. The mizzen was recut slightly to correct weather helm. Some minor adjustments were made in running rigging, including running all lines to the cockpit to facilitate single handed reefing, sailing and to obviate going on deck.

The off-centerboard was offset from the centerline 18 inches to clear the companionway. There was absolutely no effect on sailing balance caused by this location.

The motor I purchased was a 15hp Johnson, and I decided later that 10hp would have been plenty, although the weight and price were the same. The 19" long shaft motor permitted motor sailing, even at extreme angles of heel without cavitating. This was useful when a long distance upwind was to be gained in a narrow channel.

The boat was sailed for seven years on San Francisco Bay and cruised in the San Joachim River Delta area, a maze of sloughs and shallow water. Sailing performance was good up to about 25 knots of wind, but she sailed best in wind from 8 to 16 knots. I frequently singlehanded her in 16 to 18 knots of wind. She had two rows of reef points. Full sail was required up to about 10 knots of wind, then one reef to about 15 knots and the second reef to about 20 knots. Over 20 knots the boat was over-powered and vigilance was required at the helm. I knocked her down once in a gust coming off the back side of a mountain in a narrow pass and proved that she was self righting, one of my design criteria.

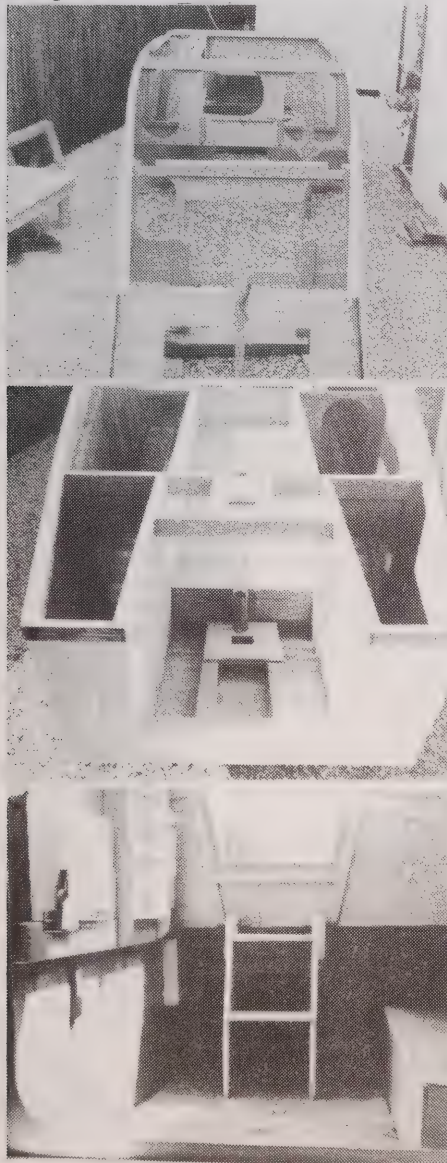
One time I was running with too much sail and buried the bow by overtaking a wave. It took a long time for the open bow well to drain while I luffed into the wind under power. My log for that day shows we sailed 53 miles in seven hours, mostly downwind and aided by a favorable current.

She would self steer with the wind anywhere forward of the beam. One favorite sail was across San Pablo Bay with a destination 13 miles upwind. Many times she sailed unattended the entire distance with me standing in the companionway out of the winter wind keeping warm.

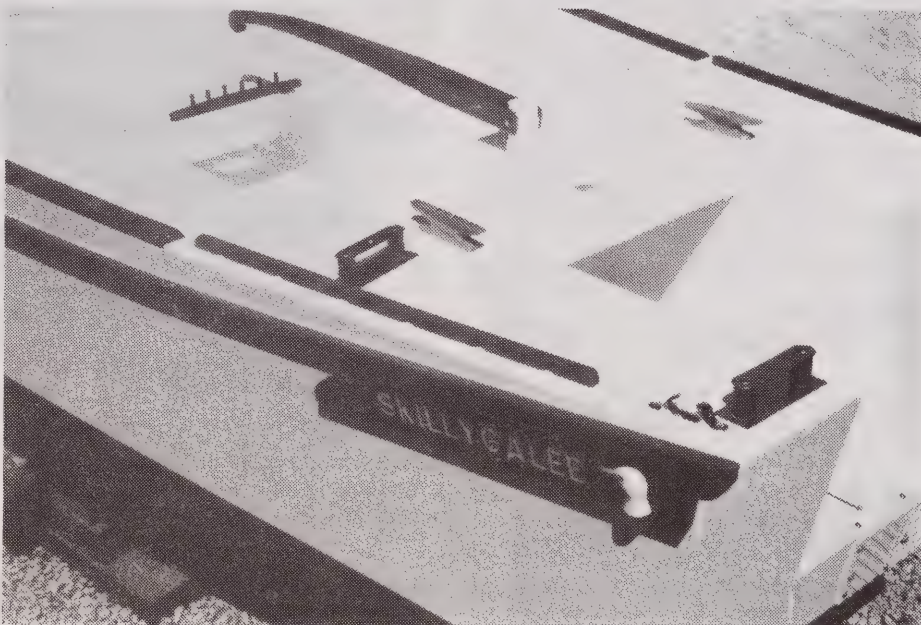
As a cruising boat *Skillygalee* was superb. We gunkholed into some impossible spots just large enough to turn the boat and sometimes took the bottom during the night when it was soft and level. The berth was large and comfortable and space for two was ideal. A full length awning provided shade for the very long cockpit and provided more living space.

After seven years of sailing on San Francisco Bay, I moved myself and the boat to the San Juan Islands area of Washington State. Strong currents and light winds prevail in this area during the summer, not ideal for sailing. I sold the boat on August 23, 1993 after just ten years of ownership. Her new owner has renamed her *Woodwind* and she now sails out of Gustavus, Alaska as a captained day charter boat in Icy Strait and Glacier Bay. I have a fine picture of her sailing in Glacier Bay with glaciers and mountains in the background. Her original name boards hang in my shop, reminders of the time and commitment necessary for her construction.

Below: Bottom strip planking just started. The inside was varnished before the deck was installed. Interior view showing folding table, companionway ladder, settee, chart holder, fuse box, and lots of under-cockpit storage.

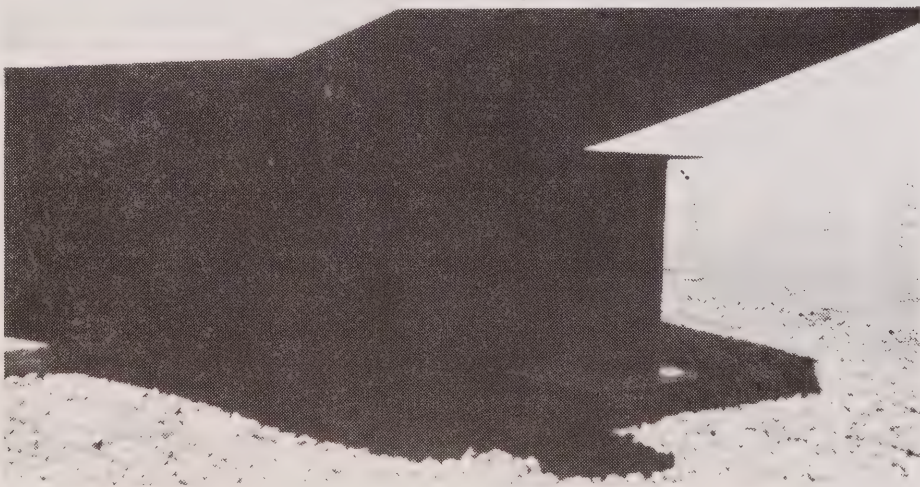


My brother George on the delta cruise.



Skillygalee, a corruption of a French place name in northern Lake Michigan, "Isle Aux Gallets".

The rudder with end plates behind a skeg worked very well.



Tools & Techniques...Your Ideas

Two Boat Care Tips

By Tom Shaw

For removing rust and stains around fittings such as stanchions try tooth paste and an old tooth brush.

Now is the time to bring home all your lines and anchor ropes. Soak them in fabric softener, rinse, air dry and store for the winter. They will be soft and flexible in the spring.

Tow Along Wheel Chock

By B.T. Shrader

I recently saw a clever idea that I would like to share with readers. It was a wheel chock with a short line attached to it. When the chock was put under the wheel of the towing vehicle on a ramp the line was attached to the rear bumper. After loading or unloading the boat, it was then possible to drive up the launch ramp without having to first retrieve the block. The line, short enough to keep the block from being run over by the trailer, towed the chock along. When boat and trailer were off the ramp the chock could be retrieved and stowed at the front of the trailer where it would be available for the next launching.

A source of stress for me when launching my boat is the fear of a newspaper photo showing the top of my van peeking out of the water at the end of the launch ramp.

Rustproof Snap Clips and Pins

By Sam Overman

I have been unable to find suitable inexpensive rustproof hooks, snap clips and pins for use in and around the water, so I make my own out of plastic rod. These are for light duty use and are not intended to be used where personal safety or valuables are at risk.

The rod, approximately 5/16" in diameter, is from plastic coat hangers that can be bought for less than a dollar for a big handful. This plastic rod is tough but slightly flexible, and I recommend it over the more limber 1/4" diameter rod found more commonly in hangers.

The plastic rod is bent around forms, such as wooden or metal rod mandrels, while heating it with a Wagner brand variable temperature Power Stripper Plus model heat gun. I wear welder's gloves during this operation to protect my fingers from the gun's blast, which can get hot enough to strip paint. A wet rag is kept nearby to cool the plastic once it has been bent so it will retain its shape well enough to be removed from the mandrel and dropped into a pan of cool water. It may take several bending and cooling operations to achieve the final shape.

Straightening Stainless Steel Bow Rails

By Tom Shaw

The tidal surge from Hurricane Fran lifted my 18' center console and some 30 other boats stored on the bottom racks from the cradle and deposited her in a massive pile-up some fifty yards from her normal berth.

Unlike most boats in the pile, I suffered no serious damage. *Chota Peg IV* was one of the few boats in my Auxiliary flotilla that was operable, so she did seven patrols in the eleven immediate "post-Fran" days, but that's another story.

She did not escape Scot free. Some nine feet of the 1" stainless steel rail on the starboard bow was pulled from the deck fittings and significantly bent. During the hours of those patrols, I had plenty of time to look at the damage and figure a way to repair it without recourse to the insurance company. My solution was extremely simple but effective.

I took two 24" pieces of 2' x 4' and nailed to them strips of 3/4" x 1" wood, leaving a 3/4" space between them. The strips guided and held in position the stainless steel rails when pressure was applied.

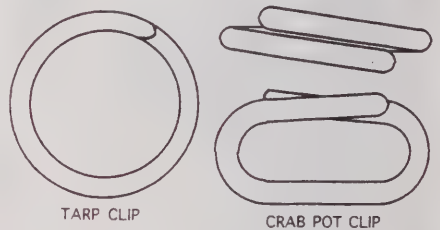
Next I borrowed four very large C-clamps, placed the 2' x 4's on each side of a segment of bent rail and clamped them snug. Then very gradually I tightened each clamp in turn. I allowed a lot of time for each bent segment of rail to give the metal opportunity to adjust to its new position. This may not have been necessary. However, at the end of three days of gradual tightening of the 2' x 4's in a variety of positions to accommodate the bending, my rails were straight once more. It was then a simple matter to fill the old screw holes with compound and re-set the rail. The whole job was very simple but most effective.

If the ends of the object being made will be poked through holes such as those in tarp grommets, they should be rounded off before being bent. A wood rasp will do the job, but a few cranks in a pencil sharpener will knock off the blunt end quite well. The rod does not need to be sawn to lengths, just snipped off with side cutters.

A little experimentation and practice determine the best heat setting for the gun and the way to wave the gun over the plastic. It is important to heat a section of rod greater in length than will be needed to make a particular bend, and no one section of rod should be heated to the melting point, otherwise the bend around a suitable metal or wood dowel chucked in a vise will not be smooth but will have kinks in it. I have not yet actually made a perfectly smooth bend, but pressing the still-hot bent rod against the mandrel with the wet cloth will make the rod conform fairly well to the curve of the mandrel.

It helps to confine one end of the section of rod to be bent by trapping it with the jaws of the vice holding the mandrel or with a clamp. The heat gun can be played over the adjacent length of rod with one hand while gentle bending pressure is applied with the other. Time must be allowed for heat to penetrate to the center of the rod, without melting the outside surface, before the rod will bend properly.

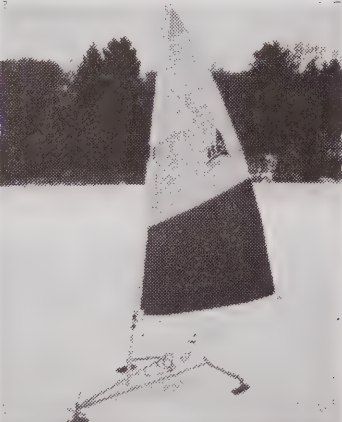
Each hanger will yield one nice large open hook if you cut off the hanging hook plus a couple of inches of rod on each side of the hook. These hooks can be tied to the ends of ropes or bungee cord. I made some snap rings for holding together the opposite edges of a tarp by forming circular plastic rings whose free ends lie beside each other but overlap by about an inch. Two grommets, one from each opposing side of the tarp, are fed onto a ring the way keys are snapped onto a metal split-ring key ring.



Similar snap rings, except that they have the more oval shape of a chain link, which shape is easier to bend than a circle, are used to attach the float ropes to my crab pots. I also replaced the four rusted metal hitch pins on my Wheel-a-Weigh boat dolly with lengths of rod cut from the elbows of hangers to produce what look like candy canes. The rounded ends of the rods poke easily into the hitch holes, and the crooks at their other ends make them easy to pull out. My homemade plastic pins have lasted far longer than the original metal hitch pins.

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FEATURES



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Our Method for Treating a Wooden Boat:

1) Everything is removed from the boat (life jackets, cushions etc.), all compartments are opened and floor boards are taken up if possible. Clearing and treating one compartment at a time works well in larger vessels.

2) We mix the Ship-Bor according to the instructions and use a garden sprayer to wet down the interior of the hull. Special attention is paid to wetting the under side of the deck and deck beams, shear clamp, stem, keel area, and transom frame. Any areas with poor ventilation, rot prone areas or water traps (around iceboxes, sinks and heads) are well treated. We look for areas where two pieces of wood come together, (these areas tend to hold moisture). We also look for exposed end grain (wa-

Preservative Treating a Wooden Boat

By Five Points, Inc.

ter soaks into end grain easily and this is a favorite starting place for rot).

3) When we are done inside we go topsides and look for any areas that may leak or cause trouble (windshield frames, cabin trunk to deck joints, toe rails, seats, cabin tops). If there are areas that are covered with vinyl or canvas we treat all seams and any holes, tears, or cracks. We also treat around all thru deck or thru hull fittings as well as any deck fittings (safety stanchions, cleats etc.). We make sure to remove excess Ship-Bor from aluminum as it may cause corrosion. Ship-Bor is non-corrosive to most metals and it actually inhibits corrosion on iron fastenings.

4) If dampness is present, Ship-Bor will mix with it and stop rot.

5) The wetting process may need to be repeated several times to achieve maximum penetration. Before its allowed to dry, wipe up excess Ship-Bor from finished surfaces using water and a rag.

Ship-Bor and Epoxy Fix for Rot Spots

Rot spots are best treated by removing the infected piece of wood and replacing it. Often that is not practical, the next best method is as follows:

1) Remove as much of the soft wood as possible.

2) If you cannot remove most of the rotted wood drill holes in a manner that will create wells for the Ship-Bor and epoxy to sit in and soak in. Drill 1/8"-1/4" holes in a grid

pattern of 1"-2". If you drill through the piece put a piece of plastic tape over the bottom of the hole to seal it. If you are drilling holes just for Ship-Bor treatment and no epoxy will be used, you can double the spacing.

3) Flood the area with Ship-Bor solution. Keep the work area wet and the holes filled by repeated wetting. Wet at least three times over the course of a day. More frequent and longer applications won't hurt.

4) Allow to dry. For best penetration you should wait two days before using heat lamps or other forced drying (be careful of fire, Ship-Bor is non-flammable but wood is not). It is best to dry to 12% or below for best epoxy penetration.

5) Start in the morning so that you have a whole day to epoxy treat. Avoid excess heat. Use a slow hardener. Thin a small batch of epoxy with acetone (no more than 10%). We use West System epoxy. If using Git-Rot follow their directions, do not thin. Wet repair area and fill holes. Allow to soak in and fill again. Mix a full strength batch of epoxy and keep area wet and holes full, checking every 1/2 to one hour until no more epoxy soaks in.

6) While the original epoxy is still green (within 16-24 hrs.) mix a batch of mud (wood dust & epoxy) to pack into the area of original rot removal. If the hole is larger than a finger, cut a dutchman (a small piece of wood) to fill in the bulk of the hole and pack mud around the filler until level with original surface. In this case you only need to come close to the shape of the hole with your dutchman as the mud will fill any gap. Put mud in hole first and bend dutchman into it.

7) Seal area with paint or varnish so water no longer has access to wood.

Five Points, Inc., 6864 Sodum Rd., Little Valley, NY 14755.

My Adirondack Goodboat customers have been delighted with the Trailex trailers I supply. I think there's nothing better for relatively long and narrow boats up to 250lbs. They carry the boat on two transverse v-bunks with pivoting pads mounted on an aluminum tongue channelled for all the accessories and attachments.

The tongue can be 12' or 15', I use 15' for the 17' Goodboat, and the axle can be placed at the ideal point along the tongue to give suitable drawbar weight and light hand dollying. The overall width is only 49". Quality and looks are excellent.

Trailers for Lightweight Boats

By Mason Smith



The boats tie down to the thwartship bunks. If crossbars are made to span the gunwales at these locations, with web straps to the bunks on each side, spars and oars can be lashed to these crossbars. I even mount my 3.5 Nissan on the aft crossbar for transport.

In the configuration I use these trailers cost about \$615 plus shipping, and take two to three hours to assemble.

Trailex makes a full line of trailers for sailboats, outboards and larger inboards. The next size up is rated for 400lbs and is available as a two boat carrier in a wide track version.

Any readers interested in more details are invited to contact me at (518) 624-6398, phone or fax.

Some unknown percentage of *MAIB* readers like tugs. If you're one of that group and want to know more about tugboats, here are leads to some resources that I feel are outstanding.

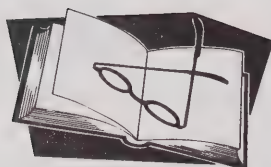
Four books are notable. The first, Peter Spectre and Steve Lang's *On The Hawser* is almost a coffee-table volume; it is wider than high and somewhat heavy to hold. Several hundred tug photos from Lang's collection are matched by Spectre's crisp text that details what you can see in each photo and what it all means. The result is an outstanding panorama of tugboating, historically and up to the fairly recent past. (The book was published in 1980.) "T'aint cheap," but it is a great book.

In contrast, the second book, published this year, is squeaky new. I got my copy at the 14th International Tug and Salvage convention in Seattle this fall and had it signed by the author, who walked up while my credit card was being processed! Jack Gaston is a well-known English writer and photographer of tugs. Five years ago, he wrote an outstanding survey of the tug world, a world changing so fast that he wrote a completely new version this year. Entitled *Tugs Today* (subtitle is "Modern Vessels and Towing Techniques"), it is thoroughly competent and virtually complete. (In my opinion, he did shortchange the subject of articulated tug-barges. He explained it was due to lack of information from American sources, something I'm trying to rectify.) This book is the best look available into the tugboat world.

A quick look at some of the subjects covered reveals the book's thoroughness: tug design and construction, propulsion systems, towing gear and deck equipment, small tugs and multipurpose vessels, shiphandling and coastal tugs, tugs for escort, pollution-control, fire-fighting and ice-breaking duties, ocean-going tugs and offshore support vessels, etc.

The third book was aimed at the operators of tugs. It's a "how-to" book and Captain John S. Blank's *Modern Towing* has achieved the status of the *American Practical Navigator*. Navigators refer to Bowditch, tugboatmen refer to Blank. His book is lengthy, repetitious in places and could stand some editing (I'd volunteer but Capt. Blank died recently), but it is both thorough and complete. Want to know the proper channels to talk with the traffic controllers of the Cape Cod Canal? They're listed. It's the tugboatman's Bible.

The fourth book, published annually, is somewhat specialized but anyone looking at tugs and towboats may well end up buying a copy to find out about a specific vessel. Dan Owen edits the *Inland River Record*, which covers the "Diesel and steam vessels of the



Book Review

Tug Info Resources

By Hugh Ware

Mississippi River System and Gulf Intracoastal Waterway and Tributaries," nearly 400 pages of vessel dimensions, power train, owner(s), conversions, repowerings and vessel history, all in fine print. Owen writes a chatty, news-filled foreword that's a pleasure to read and there are sections on owner addresses and stack insignias. The book's advertisements provide additional insights into the business.

There are two, possibly three, major organizations that the tug enthusiast might join. The LEKKO International Tugboat Enthusiasts Society is a Dutch group that publishes two tug enthusiast magazines, one in Dutch and one in English. The publication is also named *LEKKO* and covers the international scene. Copies arrive in the States six times a year, either by airmail or sea. Its coverage is particularly good on new tug constructions ("newbuilds" in the jargon) and what is happening in the United Kingdom. By the way, "lekko" is Dutch for "let go," a good tugboating term.

The American equivalent of LEKKO is the Tugboat Enthusiasts Society. Membership of TES is half professional tugmen, half "tugnuts." TES puts out a journal four times a year. *TugBits* concentrates on the American (that includes Canada) scene with extensive coverage of regional tug movements plus columns on radio-controlled tug models, book and video reviews, tug art and a wide variety of technical and historical articles. TES also has an annual "gathering" at a major seaport. Next year, it will be at Olympia, Washington, coincident with the tugboat races there on the Labor Day weekend. I've attended the last four gatherings and will probably make the West Coast trip next fall.

The International Retired Tug Association is a West Coast organization whose membership seems to be largely owners of (usually) small, elderly tugs, many of which are used as primary homes or recreational vehicles. Many of these tugs race, as at Olympia! The IRTA periodical, *The Tug's Wake*, is small and chatty, printing news of members and their tugs in Alaska, Puget Sound, San Francisco and across the States and Canada.

The vast majority of American commercial vessels are tugs and barges and they move most of the tonnage carried. As a result, the several magazines covering commercial shipping devote considerable attention to the tug boat scene. Outstanding are two magazines, both publishing six issues a year. *Professional*

Mariner calls itself the Journal of Professional Seamanship and thus assumes the viewpoint of the deck officer. *PM* (you might want to take the following review with a grain of salt because I write for *PM*) is a different sort of magazine. No items are derived from press releases. Instead, there is a comfortable mix of articles and "correspondence" (which are really free-form articles contributed by readers). *PM* devotes a great deal of space to tugs and publishes a superb Annual Tug Review issue. Alan Haig-Brown writes particularly good articles on individual tug operations. Also outstanding is *PM's* coverage of marine casualties, many involving tugs, of course.

Workboat is more in the usual style of business magazines and covers the complete spectrum of smaller commercial vessels. It is focused at the vessel operator, whether boatowner or boatman, and has a strong Gulf Coast flavor because its editorial office is in Louisiana. Much of its contents is derived from press releases and there are also those "Circle xx on Reader Service Card" notations after items and under ads. But the main articles are well-written and meaty. *Workboat* is not as much fun for the lay person to read as *PM*, but it is a good buy.

Other magazines here and around the world devote considerable space to tugs and tug operations and/or publish annual reviews of tugs. (I'll probably hear from readers asking why I haven't mention this magazine or that.) Many provide exceptional coverage of tug events in their specialized area or region of coverage. Outstanding is the English *ITS Report*, published as "the news review for the International Tug and Salvage industry." Unfortunately, it is available only to tug and salvage professionals.

SOURCES

On the Hawser. Down East Books, Camden, Maine. Was \$30 once. About \$60 nowadays.

Tugs Today. Published by Patrick Stephens Limited, Haynes Publishing, Sparkford. Nr. Yeovil, Somerset, BA22 7JJ, United Kingdom. I paid \$35 for my copy.

Modern Towing. Published by Cornell Maritime Press, Centerville, Maryland. Perhaps \$40 now.

Inland River Record 1997. *The Waterways Journal*, 319 N. Fourth St., Suite 650, St. Louis MO 63102. \$35.


LEKKO. c/o James Giammatteo, P. O. Box 402, Winchester MA 01890. US \$32 sea mail, US \$36 airmail.

Tugboat Enthusiasts Society, c/o Joe DeMuccio, 308 Quince St., Mt. Pleasant, SC 29464. US \$25. Canada \$35.

International Retired Tugboat Association, 2342 N. 137th St, Seattle WA 98133-7823. \$10, US or Canadian. (Note: 1992 data. May be obsolete.)

Professional Mariner. Navigator Publishing Corp, 18 Danforth St., Portland, ME 04101. US \$25. Canada US \$29. Foreign US \$31 surface; \$60 airmail.

Workboat. Journal Publications, 124 Free St., Portland, ME 04101. US: \$26. Elsewhere: \$42. (Free to professionals)



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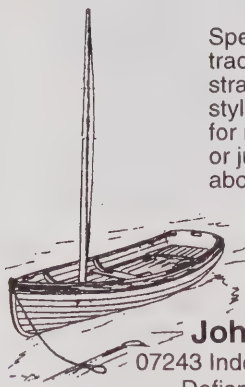
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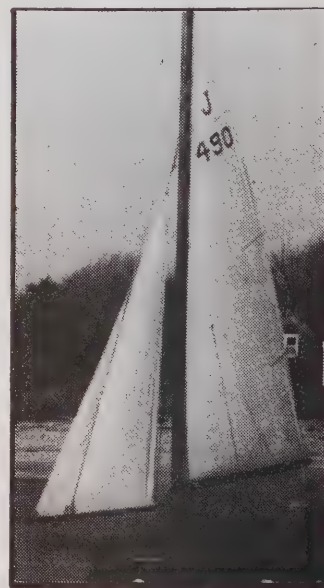
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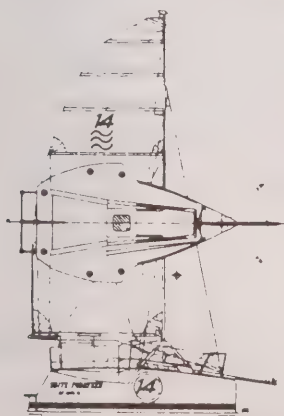
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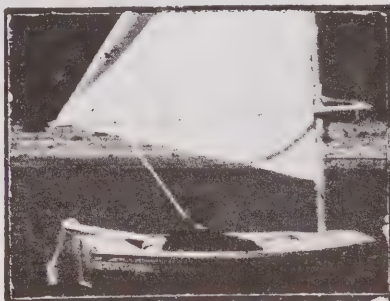
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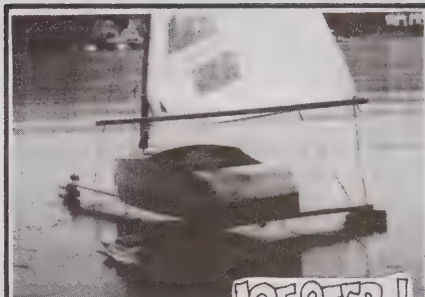
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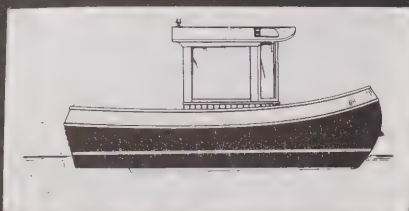
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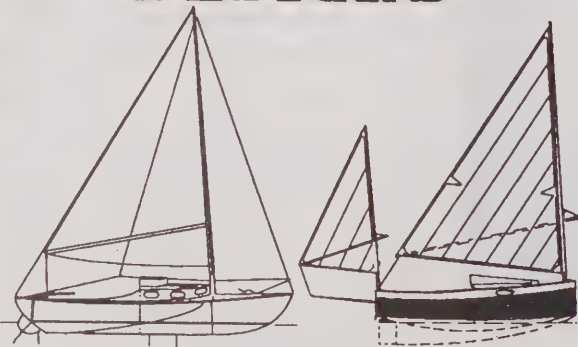
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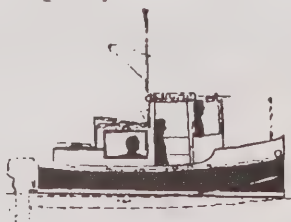


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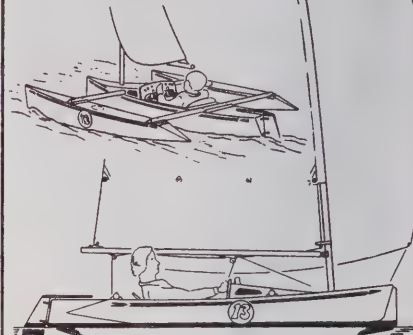
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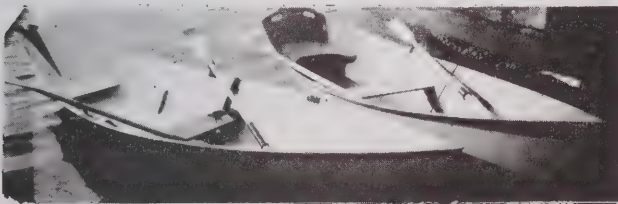
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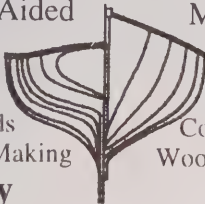
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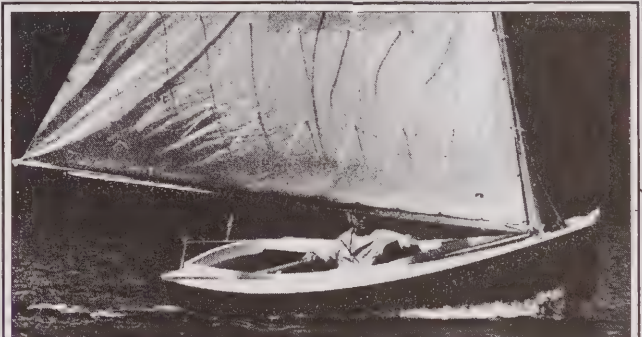


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

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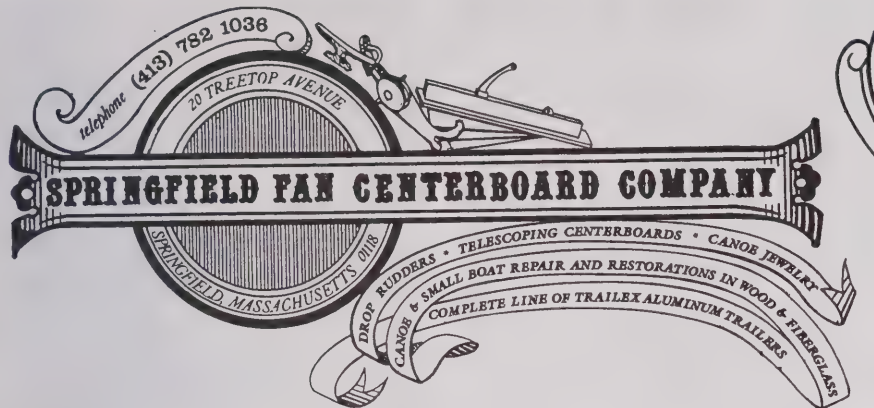
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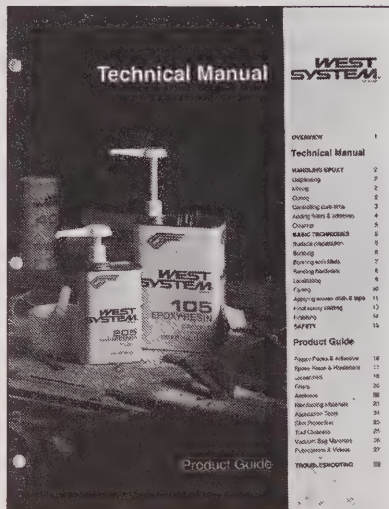
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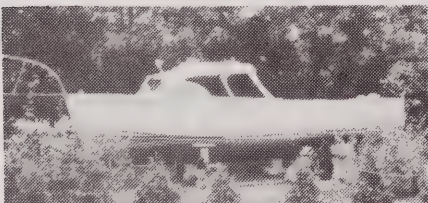
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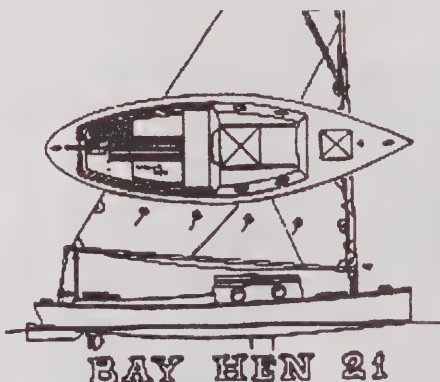
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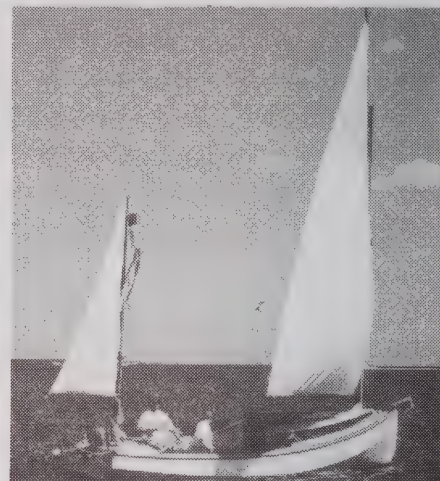
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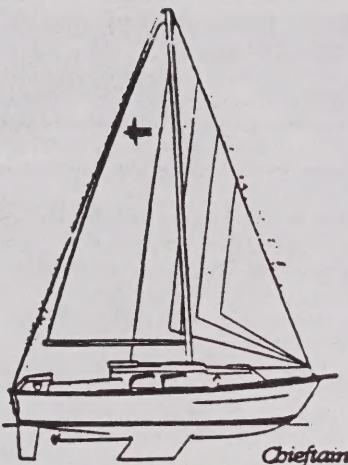


18' Gaff-Rigged Sloop, cuddy cabin, shallow keel, on home-blt trlr. \$650. We have spent many happy hours on this cool, salty little vessel, which now stands unused as we sail our 30 footer. *Float* is FG over plywood, maybe 35 yrs old, shaped like a Lightning but a little smaller. 6' cockpit, 6' cabin, 2 port-holes on each side, sitting headroom below. Iron ballast shoal keel (abt 2' draft). Mast is varnished spruce, pivoting in a sturdy mahogany tabernacle, & is easily raised & lowered by 1 person. Permanent gallows at the stern. 1' bowsprit. Sails incl gaff main, & a jib, both in quite gd cond, plus an optional loose-footed marconi main. Set up time is about 20 minutes. The afterdeck is cutout for a small OB. Recommended for lake or protected bay sailing, not an ocean pounding. Over-all condition is fair; the boat is basically sound, but mechanical & cosmetic details will nd attention each year to stay ahead of deterioration. Tlr is home-made of heavy iron w/wood supports & automobile tires. It works but is pretty ugly, & replacing the wood w/welded metal would be a good idea.
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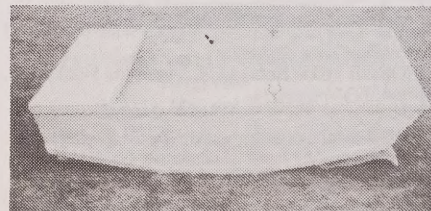


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Bolger Tortoise, use as toy box or rocker for kids before e you row to your mooring next spring. Inexpensive &, according to Phil, so ugly nobody would steal her.
HANS WAECKER, Cliff Island, ME 04019-0006, (207) 766-2684, Fax (207) 766-5972. (17)

Too Many Canoes: 16'9" Blackhawk, "Waters Meet", ivory FG w/white ash & black walnut. \$1,200. **14'2" Blackhawk**, "Zephyr", green turquoise kevlar layup, white ash, black walnut. \$1,200. **11'8" Blackhawk**, "Shadow", green turquoise FG, white ash. \$800. **20' Old Town**, Guide, '34, w/canvas, spruce gunwales. \$500.
TOM HELD, Racine, WI, (414) 634-1272. (TF)

'72 Flying Dutchman, 19' daysailer, 2 sets sails, trlr, 2.5hp Sea King OB. \$850.
GERARD KUFNER, Rhinebeck, NY, (914) 876-8718 eves. (16)

18' Swampscott Sailing Dory, compl w/sprit tan-bark sails & spar, jib, oars, flr brds. Sturdy, fun to sail. No trlr. Asking \$800.
PETER RADZINSKI, Rockport, MA, (508) 546-6986. (16)

Mass Bay Indian Classic Sloop, compl, nds refastening & cosmetic restoration.
Danvers, MA, (508) 762-6202 or (617) 631-2324 for appt & directions. (16)

10' '37 Dyer Dink #84, mahogany on oak, all orig hrdwre, blue marconi sail. In gd shape, nds vy little work to be restored. \$1,200.
SAM MESSINA, Ipswich, MA, (508) 356-7897. (16)

20' Rowley Skiff, from Winninghoff Boats w/85hp Johnson & trlr. \$3,500. **28' Winner Flybridge Cruiser**. \$7,500.
DICK DUDEK, Waterford, CT, (860) 277-2858. (16)

Westerly Chieftan, aft cabin Centaur, w/wheel, diesel. Dry stored 5 seasons in VA. Mint. Urgent, health crisis.
KEN PAGANS, Corpus Christi, TX, (512) 949-9386 eves. (TF)

BOATS WANTED

Sailboat Design, small, twin keel, offshore capable, sailboat that can be built in sheet ply. 18' to 22' LOA. Prefer light to medium disp. Where can we find a list/catalog of Maurice Griffiths designs? BUTLERS, P.O. Box 1513, Hamilton, MT 59840, E-mail to pbutler169@aol.com (16)

Wooden Drascombes, Lugger, Peter Boat, Longboat. Prefer west coast. Also seek plans or any info re woody Drascombes.
BOB SIMMONS, P.O. Box 2010, Sandpoint, ID 83864, (208) 265-5419. (16)

Wenamet Kitten, by Bigelow of Monument Bch, MA. For revival. Also interested in info regarding coastal skiff bldg & bldrs.
C. TRAINOR, New Bedford, MA, (508) 636-2375. (16)

International 10sm Decked Sailing Canoe, prefer NE location.
JEFF GREEN, Sioux Falls, SD, (605) 330-1608. (16)

FG Folbot Dble Kayak, or other vy high volume dble kayak.
DICK DUDEK, Waterford, CT, (860) 277-2858. (16)

Small Rowing/Sailing Boat, will trade '73 Mercedes Benz Z80 coupe.
GEORGE HOWELL, 14 E. Wautoma Beach Rd., Hilton, NY 14468. (17)

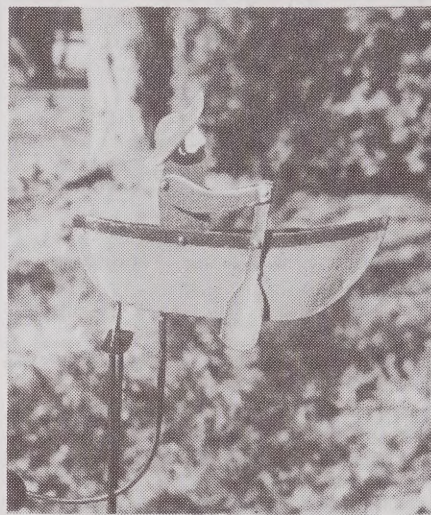
Small Boats, wood canoes, dinghies, rowing shells, hydroplanes, '40's-'67's runabouts, small aluminum runabouts such as s Feathercraft.
BOB O'NEILL, 497 Manchester Ave., Brick, NJ 08723, (908) 477-1107. (17)

Down East Workboat, either West Pointer or Hampton.
VI BEAUDREAU, 7 Peppercorn Ln., E. Granby, CT 06026, (860) 658-0869, email: vbeaudreau@itthartford.com (17)

Lg Used FG Cntr Console, located in VA, MD or DE.
REID DIGGS, Jr., Machipongo, VA, (804) 678-7748. (16)

Drascombe Longboat, preferably in New England area.
ARTHUR PEARSON, 52 Lewis Rd., Belmont, MA 02178, (617) 489-5932 home, (617) 642-9502 X234 work. (17)

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There is nothing— absolutely nothing—
half so much worth doing

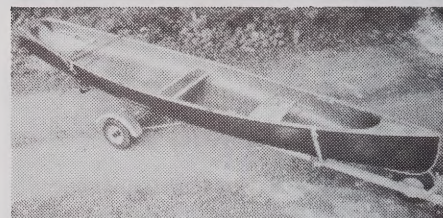


as simply messing about in boats.

T-SHIRTS featuring illustration & quotation from *The Wind in the Willows*. Heavyweight 100% cotton, natural color. Short sleeve \$15.50. Long sleeve \$21.00. 50/50 gray sweatshirt \$25.50. M,L,XL. Shipping \$3.50.
DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFP)

Trolling Motor, electric 12vdc Shakespeare Model 30, 5 speeds & fwd-reverse switch, in exc cond. 30lbs thrust w/sturdy dble clamp bracket mounting. \$100. Also a **Battery Charger**, 2 ranges: 2a or 10a, incl timer to prevent overcharging. \$20. Both items, if purchased together, \$115.
JOSEPH RESS, Waban, MA (617) 965-7714, before 9pm. (16)

Mini Storage Bags, 8"x8" keep boat items dry. Expedition rated, heavy 4mil. \$7/dozen delivered. Imm money back guarantee.
PENGUIN ENT., P.O. Box 3018, Stony Creek, CT 06405. (TFP)



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MASON SMITH, Long Lake, NY, (518) 624-6398 phone or fax. (18P)

5hp Kermath IB, 4-stroke single cylinder gas w/ reverse gear & 12v marine alternator. \$600 OBO.
RUS O'CONNELL, Lancaster, PA, (717) 299-1663. (17)

Antique OB Motors, over 100 from '18-'75, also parts, remote controls, gas tanks, props, stands.
BOB O'NEILL, 497 Manchester Ave., Brick, NJ 08723, (908) 477-1107. (17)

75lb Kedge Anchor, exc shape, grt for 40' plus traditional boat. \$150.
CHRIS HARDY, Contoocook, NH, (603) 746-3586. (17)

Gray Sea Scout 4, close to pre-WWII vintage, don't know if ever run. Free to anyone who will cometake it.
HANK SHORRECK, Pasadena, MD, (410) 437-7205. (17)

21' Shoreline Tlr, for keel sailboat up to 24'. 5,000lb axle, nr new cond. Never registered. Asking \$1,500.
PETER BERMAN, Norwalk, CT, (203) 844-5793 eves. (17)

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DAVE GRAY, 7404 Madden Dr., Fishers, IN 46038, (317) 842-8106. (16)

Automatic Pilot, for small sailboats (up to about 25'). Raytheon Autohelm, Model 800 w/instruction book. Runs on 12vdc, in exc cond.
JOSEPH RESS, Waban, MA, (617) 965-7714, before 9pm. (16)

2 Steam Cylinders, 8"dia x12" stroke, w/valves, con rods, crank etc from steam winch. Ideal for steam engine for boat or 2 steam engines for 2 boats. Trade for smaller steam equipment or sell.
W. HUNLEY, Alexandria, VA, (703) 836-0456. (16)

'77 SABB Diesel, 16hp 2cyl Model 2HSP w/clutch, reversing mech, 2 blade fully feathering prop. \$2,295.
GENE GIFFORDS, E. Islip, NY, (516) 582-1808, work 8-5. (16)

150 lb. Mushroom, \$100.
DICK DUDEK, Waterford, CT, (860) 277-2858. (16)

GEAR WANTED

Cast Iron Shipmate Stove, or equivalent. **Tanks**, for diesel fuel. **Anchors**. Hvy Duty Tlr, for 26' boat.
DAVE GILROY, 48 Hatchet Hill Ln., E. Granby, CT 06026. (16)

Old Racing OB Engines.

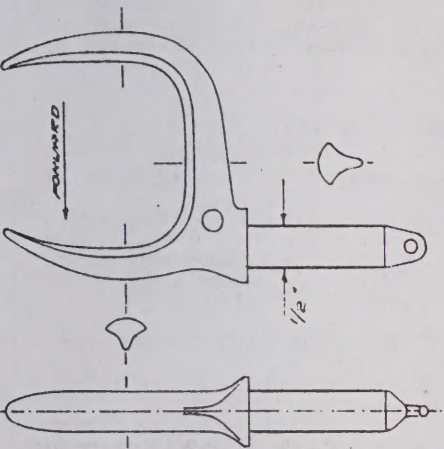
BOB O'NEILL, 497 Manchester Ave., Brick, NJ 08723, (908) 477-1107. (17)

Copper Oar Tips, does anybody make these anymore?

VI BEAUDREAU, 7 Peppercorn Ln., E. Granby, CT 06026, (860) 658-0869, email: vbeaudreau@itthartford.com ('17)

Castings, to convert oil drums into wood stoves for shop use, would buy used parts or welcome information as to sources. Wot ya got brudder?

BOB WHITTIER, P.O. Box T, Duxbury, MA 02332, Fax (617) 934-13923. (17)



Ashbreeze Offset Oarlocks, several pair w/sockets, or information as to where they can be purchased.

JOHN MC COY, 51 Woodlawn St., New Bedford, MA 02744, (508) 990-0457. (17)

SAILS & RIGGING FOR SALE

Roller Furling Headsail &/or Gennaker, used but usable for a '73 O'Day 22. Also interested in any decent used O'Day 22 gear (sails, spars, hatches, manuals etc).

MICHAEL POLLARD, Hingham, MA, (617) 749-5583, e-mail: pollardm@umb.edu (16)

Penguin Rig, spruce mast & boom, mahogany rudder & CB, dacron sail, SS stays & all sheets & hal-yards. Wood parts fair to good, all nd refinishing. Sail serviceable. \$110 OBO. Damaged FG hull also available for free.

ALAN GLOS, 4298 Syracuse Rd. Cazenovia, NY 13035, (315) 655-8296 eves, E-mail: "aglos@center.Colgate.edu" (16)

Harken Roller Furler Unit "O", w/150% RF Genoa, 22.5' luff & 26' headstay from Westerly Nomad 22 (located in eastern Long Island). Sale or trade for Britannia Folding Dinghy, small radar?

ANDREW MOORE, (718) 486-8049. (16)

BOOKS & PLANS FOR SALE

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid.

NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221. (TF)

Outboard Skippers, improve your skills & discover the tremendous possibilities of boats under 20' in length. The Outboard Boater's Handbook covers all aspects of these amazing boats. Edited by Dave Getchell, Sr., founding editor of the Small Boat Journal. Send \$21.50 incl S&H.

D.R. GETCHELL, SR., 56 Pease Town Rd., Appleton, ME 04862-6455. (TF)

\$200 Sailboat, 15'6"x4'6". Plans w/compl directions, \$20. Info SASE.

DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28405. (TF)



Building Plans: "Fiddlehead", 10-1/2' decked canoe. \$39. Thistle, 12' fin powered pedal boat. \$50. Traditional constr, full sized patterns, extensive bldg manuals. Send for details

H. BRYAN BOATBUILDING, RR4, St. George, NB E0G 2Y0, Canada. (TFP)

Acorn Skiff Plans, by Iain Oughtred. 11'9" Whitehall type skiff for rowing & sailing. Elegant, light, glued lapstrake plywood. Detailed unused plans plus bldg instr booklet. \$50. Martha's Tender Skiff Plans, by Joel White, 9' skiff for small OB, oar & sail. Easy plywood construction, bldg instr in Build a Boat. Unused. \$30.

STUART WIER, 7350 Coronado Ct., Boulder, CO 80303. (17)

Winter Reading, MAIB & WoodenBoat, most issues '91-'95 plus misc mags/books/plans. MAIB \$.50/issue, WB \$2.50/issue, \$3 shipping. SASE list.

LARRY APPLEBAUM, 4646 Spring Dr., St. Louis, MO 63123, (314) 544-2865. (17)

"Sleeper", 7' 10" car toppable sailing cruiser. Slps 2 below deck. Plans \$37, info \$3.

EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (TFP)

Canoeing Journals of James S. Cawley, 1915-1919. Available in paperback. Daily writings of canoeing & camping on various adventure cruises. Written by co-author (with wife) of Exploring the Little Rivers of New Jersey, these journals were re-discovered & are now published for the 1st time. \$10 postpaid.

NANCY C. JEROME, 160 Godfrey Rd., E. Thetford, VT 05043. (TF)



Sea Kayak Plans. "Seguin" is a sleek ltwt kayak designed for ocean touring. Classic Greenland lines. Simple stitch & tape construction is ideal for the home builder. Easy to follow plans are accompanied by 40 pg construction manual.

ROB BRYAN, Kennebec Designs, RR2 Box 311, S. Harpswell, ME 04079. (TFP)

Out Your Backdoor #8, is finally out with the boatiest bunch of boating (many from MAIB), biking, skiing, exercising, fishing, tree planting, poetic, & other unbestseller tales. 64 stunning pages, legible layouts. "I just discovered OYB. Where have I been?" Living in a cave? \$8 for 4 issue sub.

OYB, 4686 Meridian Rd. Williamston, MI 48895. (TF)

The Wee Lassie, a quarterly newsletter devoted to the open double paddle canoe. 8 yrs of publication. \$5 for 1 yr trial subscription.

MAC Mc CARTHY, 1705 Andrea Pl., Sarasota, FL 34235. (TF)

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W.F. SARGENT, 636 N. River Rd., Auburn, ME 04210-9472. (TF)



Dory Plans, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet.

DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)

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Pete Culler's Boats by John Burke, International Marine, '84. Top \$\$\$ paid.

STEVEN ROSSI, 106 Kent Dr., Cortlandt Manor, NY 10566, (201) 573-2270 days, (914) 736-5354 eves. (16)

Small Boat Journal, Issues #4-#30.

JAMES KEEL, 99 E. Bluff Dr., Quitman, AR 72131, (501) 825-7830. (16)

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J.D.C., 82 Clifton Ave., Saugus, MA 01906. (17P)



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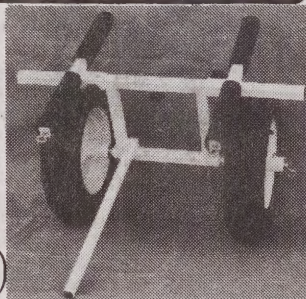
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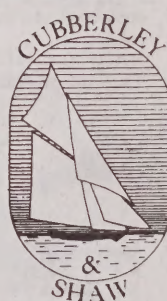
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